INITIAL STUDY

The Department of Toxic Substances Control (DTSC) has completed the following Initial Study for this project in accordance with the California Environmental Quality Act (§ 21000 et seq., California Public Resources Code) and implementing Guidelines (§15000 et seq., Title 14, California Code of Regulations).

I. PROJECT INFORMATION

Project Name: American Oil Company - Series C Standardized Permit

Site Address: 13736 - 13740 Saticoy Street

City: Van Nuys State: California Zip Code: 91402 County: Los Angeles

Company Contact Person: Bill Gomelsky

Address: 13740 Saticoy Street

City: Van Nuys State: California Zip Code: 91402 Phone Number: (818) 700-8297

Project Description:

DISCRETIONARY ACTION

In accordance with the Health and Safety Code (H&SC) Section 25201.6, the Department of Toxic Substances Control (DTSC) is considering the issuance of a Series C Standardized Permit to American Oil Company (AOC), EPA ID Number CAD 981427669, to operate a hazardous waste storage and transfer facility in Van Nuys, Los Angeles County, California, to collect, bulk store and transfer used oil and oil contaminated solid waste from offsite generators. No recycling or treatment of used oil is allowed under the Standardized Permit and all used oil must be shipped offsite to a permitted hazardous waste transfer, treatment, storage, or disposal facility.

PERMITTING HISTORY

The California Legislature passed the Hazardous Waste Control Laws in 1972. The U.S. Congress passed the Resource Conservation and Recovery Act (RCRA) in 1976. These two laws require all facilities that treat, store or dispose of hazarous waste to obtain a permit to operate. In August 1991, DTSC received authorization from the United States Environmental Protection Agency (USEPA) to implement the federal RCRA program in California. As such, DTSC became the sole agency conducting comprehensive technical reviews of permit applications for hazardous waste facilities.

In 1992, the California legislature enacted the Wright-Polanco-Lempert Hazardous Waste Treatment Permit Reform Act [Assembly Bill 1772 of 1992] (Act) that made important changes to California laws governing the treatment and storage of hazardous waste. The Act establishes a five-tiered hazardous waste permit program to treat or store hazarous waste. The five tiers include the full permit, the standardized permit, the permit-by-rule, the conditionally authorized and the conditional exempt.

On September 10, 1992, USEPA promulgated a final listing decision for used oils that are recycled and also promulgated standards for the management of used oil under RCRA section 3014. USEPA determined that used oil that is recycled does not have to be listed as a hazardous waste since the used oil management standards being promulgated in the same rulemaking are adequately protective of human health and the environment. Used oil that is disposed of will need to be characterized like any other solid waste and need to be managed as hazardous if it exhibits a characteristic of hazadous waste or if it is mixed with a listed hazardous waste.

California's requirements for used oil are more stringent than federal requirements. The California Health and Safety Code (H&SC), Section 25250.4 requires used oil to be managed as a hazardous waste unless it qualifies for a recycling exclusion or is shown to meet the specifications for recycled oil.

All used oil brought to the AOC facility is intended to be recycled at an offsite used oil recycling facility. Therefore, the

AOC facility and operations are exempted from federal hazardous waste management facility regulations. AOC is regulated under the Standardized Permit which is reserved for hazardous waste operations that require a permit under California law but are exempted under federal law.

AOC is currently operating as a hazardous waste transporter and will be considered a new hazardous waste storage facilty under the Califonia Health and Safety Code. AOC submitted a Standaredized Permit Application to DTSC in February 2004 to store used oil in a 6,000-7000 gallon tanker trailer. The Standardized Permit application underwent numerous DTSC reviews and required revisions by AOC. Since then, AOC had added storage of solids contaminated with oil and an truck loading/unloading area to the application. On April 4, 2006, DTSC determined that AOC's Standardized Permit application was technically complete.

FACILITY LOCATION

The AOC facility is located at 13736 – 13740 Saticoy Street, Van Nuys, County of Los Angeles, 33 degrees 52' 52" N latitude and 118 degrees 25' 57" W longitude (See Figure 1). Van Nuys is a community within the City of Los Angeles. The facility site consists of two parcels and measures approximately 167 feet by 142 feet (0.54 acres) total, and is located in a developed area zoned for light manufacturing land use (local zoning designation of M2-1).

Figure 1. American Oil Company Location

There are two buildings on the facility site (See Figure 2, Aerial Photo of the AOC Facility). The area between the two warehouse buildings will be used to store used oil in one up to 7000 gallon tanker trailer. A loading/unloading area will be in the 13736 Saticoy Street warehouse building (13736 Building) and a small area in front (northern end) of the 13736 Building will be designated as the solid waste storage area. The property to the east of the facility is an auto recovery

company. To the south of the facility is the Los Angeles Flood Control Channel and to the north is Saticoy Street. Ranchito Elementary School, located at 7940 Ranchito Avenue in Panorama City, is approximately 0.7 miles north of the facility. Both Hazeltine Elementary School at 7150 Hazeltine Ave in Van Nuys and Pinecrest School at 14111 Sherman Way in Van Nuys are approximately 1.2 miles southwest of the facility. The facility is surrounded by a ten-foot high concrete wall to the north and concrete walls and/or chain-link fencing on the other three sides. A gate located at the north end of the property allows for access to Saticoy Street.

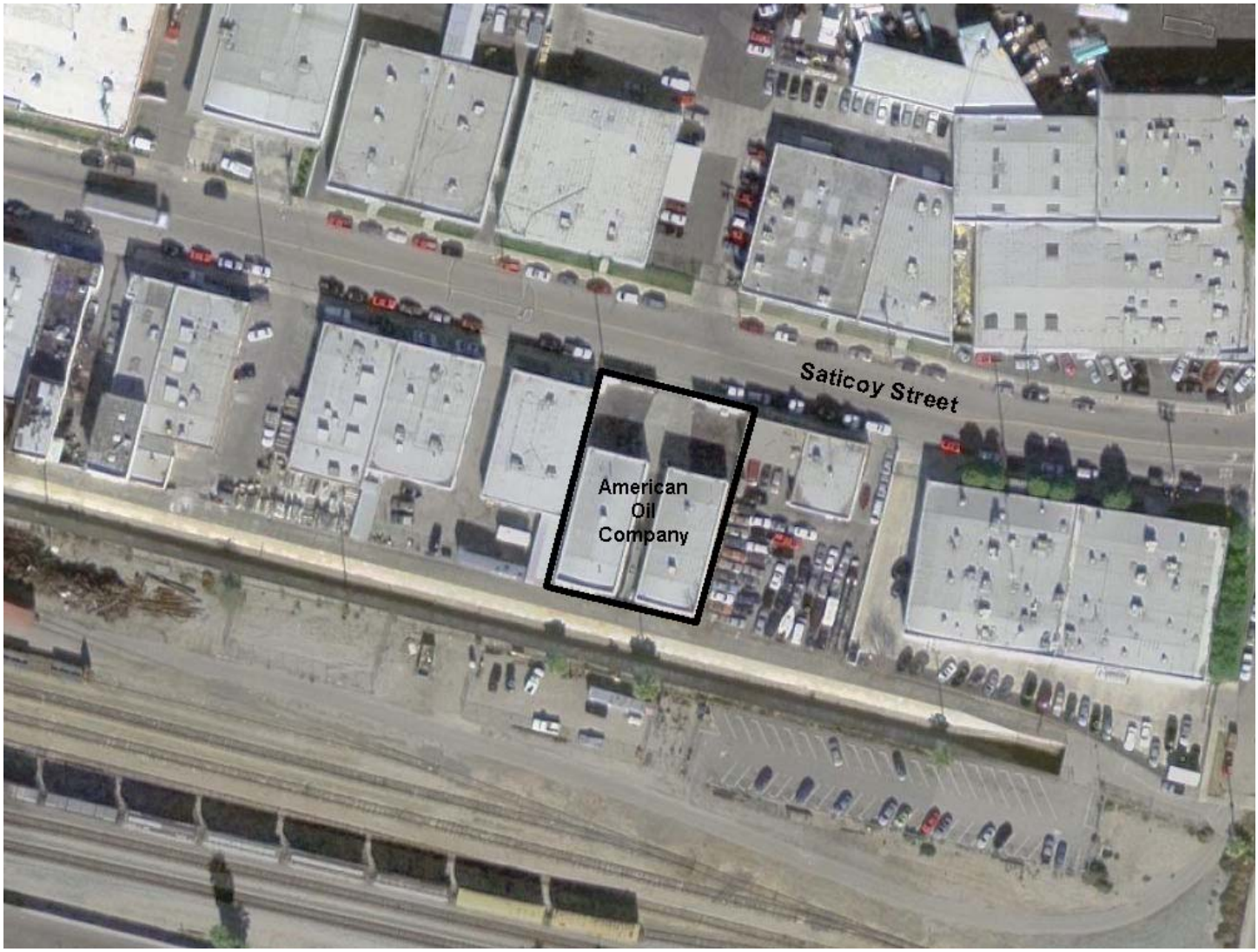

Figure 2. Aerial Photo of the AOC Facility

SITE HISTORY

The site which AOC currently resides was undeveloped land until 1956 when two warehouse building were constructed with associated parking areas. A variety of businesses occupied the 13736 Saticoy Street warehouse. City records show Circuit Inc. occupying 13736 Saticoy Street in 1958, Wesplex Supply Co. in 1962, N&H Laboratories in 1970, Sherwood Printing in 1975, and Pet Doors from approximately 1980 to 1995.

A machine shop occupied the 13740 Saticoy Street warehouse from 1958 to 1985. No other business was listed in the city records.

American Oil Company moved onto the site in approximately October 2000 and has occupied the site since.

Project Activities:

EXISTING AUTHORIZED UNITS

There are currently no authorized units at the American Oil Company facility.

CURRENT OPERATIONS.

Exempted Operations. AOC is a registered hazardous waste transporter and may legally move packaged or containerized waste from a registered transport vehicle. The waste may then be stored up to 10 days in secured locations at the facility in compliance with all local, state and federal requirements. Additionally, Pursuant to section 66263.18, Title 22, California Code of Regulations (22 CCR), AOC (a transfer facility) is not subject to the permitting requirements for hazardous waste storage when, during the normal course of transportation, hazardous wastes are held for 6 days or less, or 10 days or less for transfer facilities in areas zoned industrial by the local planning authority, as long as: (a) manifested shipments of packaged or containerized hazardous wastes are only transferred from one vehicle to another, and (b) the packages or containers are the same packages or containers. AOC currently accepts non-RCRA hazardous waste such as soil contaminated with oil on a transfer basis. These hazardous waste must stay in their original DOT-approved containers and the containers must remain closed at all time.

PROPOSED ADDITIONAL PERMITTED UNITS AND OPERATIONS

Proposed Permitted Units and Operations

AOC is seeking approval of the following proposed permitted units (See Figure 3):

a) Loading/Unloading Area (Unit #1)
b) Used Oil Storage Area (Unit #2); and
c) Solid Waste Storage Area (Unit #3).

Loading/Unloading Area (Unit #1). The Loading/Unloading Area is located within the 13736 Building which measures approximately 40 feet by 90 feet. Activities allowed in this unit include the transfer of used oil from container to container, container to truck, truck to container and container to tank for the purpose of consolidation. The maximum permitted capacity of the unit is 3,000 gallons, including a tanker truck and containers. All the opening in the 13736 Building are bermed with the exception of a doorway to the Unit #2 (Used Oil Storage Area). Therefore, the 13736 Buidling provides secondary containment with a capacity of 6,732 gallons to the Loading/Unloading Area. Any overflow would flow into the Unit #2 which have secondary containment capacity of 4,713 gallons. The total secondary containment capacity is 11,445 gallons. A berm will be constructed around the Laboratory to prevent any waste from entering the lab. This will not affect the capacity of the secondary containment system.

Used Oil Storage Area (Unit #2). The permit will also allow AOC to designate the area between the two warehouse buildings as a used oil storage area (Unit #2). The used oil storage area will measure approximately 14 feet by 90 feet and have a maximum permitted capacity of one up to 7000 gallon tanker trailer. The only waste stream allowed in this area will be used oil. Secondary containment is provided for by the west wall of 13736 Building, east wall of 13740 Building, a 2-foot wall at the south end and a 6-inch berm at the north end. The containment capacity is 4,713 gallons. There is a doorway leading to the 13736 Building. Any overflow from this unit will flow into the 13736 Building. All other door openings in the 13736 Building are bermed to prevent any liquids from leaving the 13736 Building. The total secondary containment system capacity of both Unit #2 and the 13736 Building is 11,445 gallons. There is a 6-inch barrier in front of the doorway leading from Unit #2 to the 13740 building to prevent any liquids from entering the building.

AOC has a fleet of 5 tanker trucks which pick up used oil. Once the tanker trucks are full, they will return to the AOC facility and park in the loading/unloading area (Unit #1). Used oil will be transfer through a hose connecting the tanker truck to the tanker trailer via a filter strainer. The hose will go through an opening in the west wall of the 13736 Building and be connected to the tanker trailer. Once all connection are verified to be tight, the pump in the tanker truck or the tanker trailer will be turned on and begin the used oil transfer.

Solid Waste Storage Area (Unit #3). The permit will allow AOC to designate and operate a storage area to store oil contaminated solid waste in a dump trailer. The solid waste storage area (Unit #3) will measure approximately 14 feet by 20 feet and will be in the parking lot outside the northern end of the 13736 Building. The maximum permitted storage

capacity of this Unit is 4.32 cubic yards in one dump trailer.

Solid waste contaminated will be brought to the facility in drums and the content of the drums transferred to the dump trailer. Once the dump trailer is full, it will be hooked to a pickup truck and driven to an authorized treatment/dispposal facility. Since only solid waste are to be stored in this unit, no secondary containment is needed.

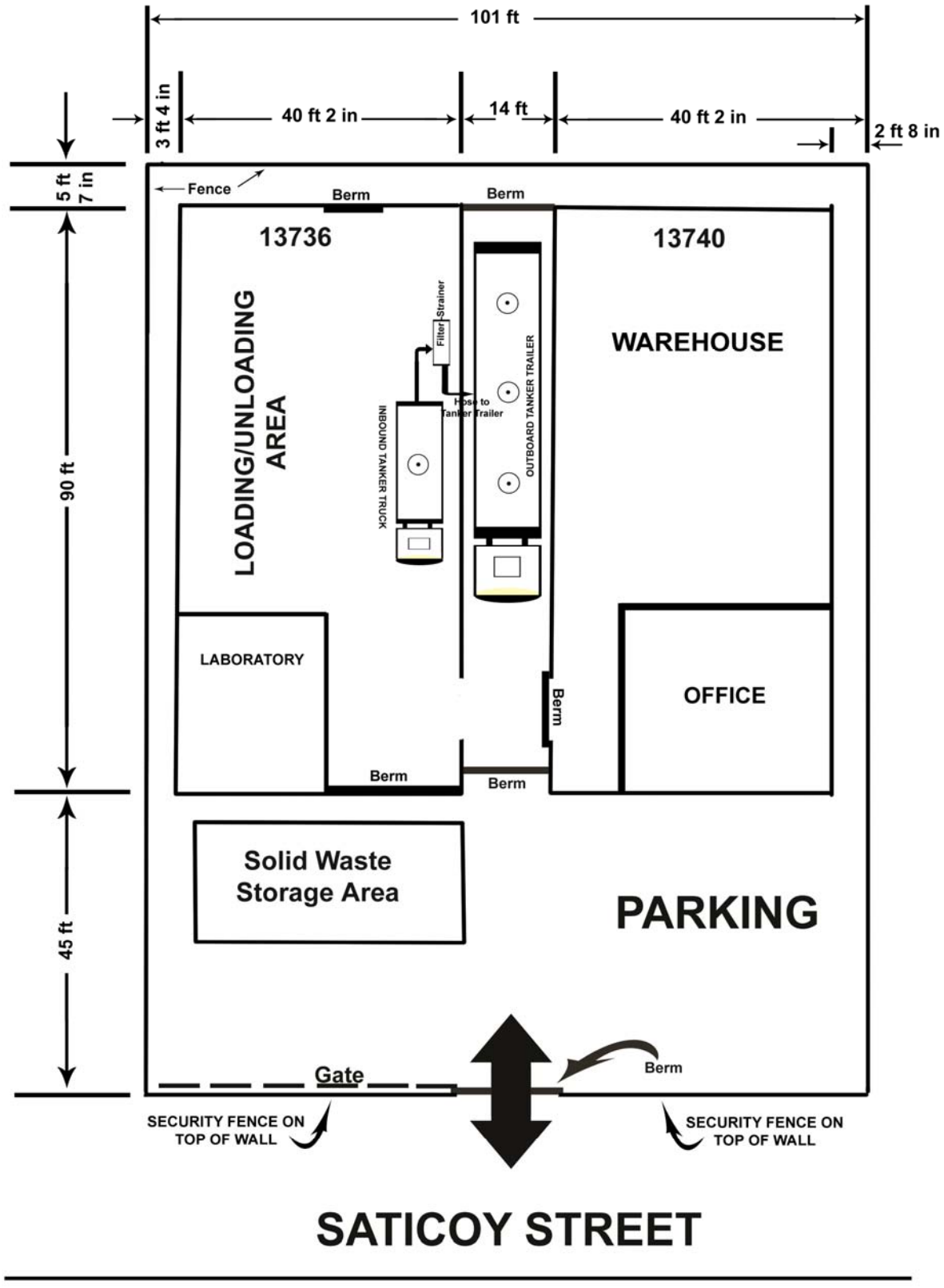

Figure 3. AOC Facility Layout

II. DISCRETIONARY APPROVAL ACTION BEING CONSIDERED BY DTSC

☒ Initial Permit Issuance	☐ Closure Plan	☐ Removal Action Workplan
☐ Permit Renewal	☐ Regulations	☐ Interim Removal
☐ Permit Modification	☐ Remedial Action Plan	☐ Other (Specify)

Program/ Region Approving Project: Standardized Permitting and Corrective Action Branch

DTSC Contact Person: Alfred Wong

Address: 700 Heinz Avenue, Suite 300

City: Berkeley State: California Zip Code: 94710 Phone Number: (510) 540-3946

III. ENVIRONMENTAL RESOURCES POTENTIALLY AFFECTED

The boxes checked below identify environmental resources in the following ENVIRONMENTAL SETTING/IMPACT ANALYSIS section found to be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact."

☒ None Identified	☐ Aesthetics	☐ Agricultural Resources
☐ Air Quality	☐ Biological Resources	☐ Cultural Resources
☐ Geology And Soils	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation and Traffic	☐ Utilities and Service Systems	

IV. ENVIRONMENTAL IMPACT ANALYSIS

The following pages provide a brief description of the physical environmental resources that exist within the area affected by the proposed project and an analysis of whether or not those resources will be potentially impacted by the proposed project. Preparation of this section follows guidance provided in DTSC's California Environmental Quality Act Initial Study Workbook [Workbook]. A list of references used to support the following discussion and analysis are contained in Attachment A and are referenced within each section below.

Mitigation measures which are made a part of the project (e.g.: permit condition) or which are required under a separate Mitigation Measure Monitoring or Reporting Plan which either avoid or reduce impacts to a level of insignificance are identified in the analysis within each section.

1. Aesthetics

Project activities likely to create an impact: None

Description of Environmental Setting: American Oil Company currently operates as a hazardous waste transporter at the project site. The project property consists of 2 parcels of land and measures approximately 167 feet by 142 feet and is located in a developed area zoned for light manufacturing. There are 2 warehouse buildings on the property (Figure 3). There are walls on the north, east, and west side of the facility. A chain-link fence is on the south side separating the facility from Los Angeles County Flood Control Channel. All hazardous waste management activities are conducted within the confines of the facility. The only view of the facility from Saticoy Street is of a 10-ten high concrete wall with a

movable gate (Figure 4). The gate is kept closed unless vehicles are entering or leaving the facility. The only construction activities needed at the facility would be construction of berms within the 13736 Building. This will not change the existing aesthetics at the facility. In addition, all hazardous waste activities will be conducted within the warehouse and/or behind a 10 feet high wall and will not be visible from outside the facility. Therefore, this project will not have any impact on aesthetics and no further analysis of impacts is required.

Figure 4. View of American Oil Company Facility From Saticoy Street

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Have a substantial adverse effect on a scenic vista.

None

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway.

None

c. Substantially degrade the existing visual character or quality of the site and its surroundings.

None

d. Create a new source of substantial light of glare that would adversely affect day or nighttime views in the area.

None

Specific References: 1, 23

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

2. Agricultural Resources

Project activities likely to create an impact: None.

Description of Environmental Setting: The project is located in an existing light manufacturing zoned area (City of Los Angeles' zoning designation of this area is M2-1). There is no land zoned for agricultural use in the Van Nuys. There are no agricultural resources or operations in the vicinity of the project site. Therefore, there will be no impacts to agricultural resources and no further analysis of impacts is necessary.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

None

b. Conflict with existing zoning or agriculture use, or Williamson Act contract.

None

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural uses.

None

Specific References: 1, 7

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

3. Air Quality

Project activities likely to create an impact: Emissions from mobile sources (tanker truck deliveries) as part of the facility's normal operation.

Description of Environmental Setting: Van Nuys is located in the South Coast Air Basin (Basin) and is characterized as having a "Mediterranean" climate (a semi-arid environment with mild winters, warm summers and moderate rainfall). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-

desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. Its terrain and geographical location determine the distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Moderate temperatures and comfortable humidities characterize the climate with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit. However, with a less pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. All portions of the Basin have had recorded temperatures over 100 degrees in recent years. January is usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the Basin has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by off-shore winds, the ocean effect is dominant. Periods with heavy fog are frequent; and low stratus clouds, occasionally referred to as “high fog” are a characteristic climate feature. Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin.

One of the most important climatic factors is the direction and intensity of the prevailing winds. With very light average wind speeds (five to seven miles per hour), the Basin has a limited capability to disperse air contaminants horizontally. Typically, the net transport of air on-shore is greater in the summer, while the net off-shore transport is greater in the winter. Whether there is air movement or stagnation during the morning and evening hours (before these dominant patterns take effect) is one of the critical factors in determining the smog situation on any given day. Van Nuys’ location with respect to these flow patterns and the Pacific Ocean results in relatively good air quality. For the most part, the on-shore winds transport pollutants inland. Since the night drainage winds are less intense, only a limited amount of this pollution is returned to the coastal areas during the summer, leaving a significant amount of pollutants in the inland areas.

Winter storms that bring rainfall benefit air quality, since they tend to “scrub” gaseous or particulate pollutants from the air. Precipitation is typically 9 to 14 inches annually in the Basin and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

Ambient air quality is described in terms of compliance with Federal and State standards. Ambient air quality standards are the levels of air pollutant concentration considered safe to protect the public health and welfare. They are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The Federal Clean Air Act, enforced by the U.S. Environmental Protection Agency (US EPA), established National Ambient Air Quality Standards (NAAQS) for human health for six criteria pollutants: sulfur dioxide, carbon monoxide, ozone, nitrogen dioxide, lead and respirable particulate matter (PM_{10}). NAAQS represent the maximum levels of background pollution considered safe to protect human health. These standards may not be exceeded more than once per year for an area to be considered in attainment of the NAAQS.

The Federal Clean Air Act also allows states to adopt ambient air quality standards provided they are as stringent as the federal standards. The California Clean Air Act established California Ambient Air Quality Standards (CAAQS). The NAAQS and CAAQS are shown in Table 3-1. The California Air Resources Board has authority for establishing CAAQS and has designated the South Coast Air Quality Management District (SCAQMD) as the local agency for enforcing the standards for stationary sources. The California Air Resources Board maintains regulatory authority over mobile source emissions statewide.

TABLE 3-1

NATIONAL AND CALIFORNIA AIR QUALITY STANDARDS

Objective	Measurement	National	California
PM_{10} - Particulate Matter Less Than 10 Microns			
To improve visibility & prevent health effects	Annual Arithmetic Mean(2)	50 micro g/m^3	20 micro g/m^3
	24 hour concentration(3)	150 micro g/m^3	50 micro g/m^3
PM_{25} - Particulate Matter Less Than 2.5 Microns			
To improve visibility & prevent health effects	Annual Arithmetic Mean(2)	15 micro g/m^3	12 micro g/m^3
	24 hour concentration(3)	65 micro g/m^3	**-----**
Ozone			
To prevent eye irritation and breathing difficulties	One hour concentration(1)	0.12 ppm 235 micro g/m^3	0.09 ppm 180 micro g/m^3
Nitrogen Dioxide			
To prevent health risk and improve visibility	Annual Arithmetic Mean(2)	0.053 ppm 100 micro g/m^3	-----
	One hour	-----	0.25 ppm 470 micro g/m^3
Sulfur Dioxide			
To prevent increase in respiratory disease, crop damage, and odor problems	Annual Arithmetic Mean(2)	0.03 ppm 80 micro g/m^3	-----
	24 hour mean concentration(3)	0.14 ppm 365 micro g/m^3	0.04 ppm 105 micro g/m^3
	One hour mean concentration	-----	0.25 ppm 655 micro g/m^3
Carbon Monoxide			
To prevent carboxyhemoglobin levels greater than 2%	8 hour mean concentration(3)	9 ppm 10 micro g/m^3	9 ppm 10 micro g/m^3
	One hour concentration(3)	35 ppm 40 micro g/m^3	20 ppm 23 micro g/m^3
Lead			

To prevent health problems	30-day	-----	1.5 micro g/m^3
	3 month mean concentration(2)	1.5 micro g/m^3	-----

ppm - parts per million
micro g/m^3 - micro grams per cubic meter

(1) not to be exceeded on more than one day per year, average over 3years
(2) not to be exceeded
(3) not to be exceeded more than once per year

The California Air Resource Board is required to designate areas of the State as attainment, non-attainment, or unclassified for any State standard. An “attainment” designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A “non-attainment” designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An “unclassified” designation signifies that the data does not support either an attainment or non-attainment status. State and Federal ambient air quality standards have been established for the following pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), fine particulate matter (PM_{10} and $PM_{2.5}$) and lead (Pb). For some of these pollutants, notably O_3 and PM_{10}, the State standards are more stringent than the Federal standards. The State has also established ambient air quality standards for sulfates, hydrogen sulfide, and vinyl chloride. The above-mentioned pollutants are generally known are “criteria pollutants.”

Despite implementing many strict controls, the Los Angeles portion of the South Coast Air Basin (Basin) still fails to meet both Federal and State air quality standards for three of the six criteria pollutants: ozone (O_3), carbon monoxide (CO) and particulate matter (PM_{10}). Because these pollution standards have not been achieved, the Los Angeles County portion of the Basin is considered a non-attainment area for Federal and State standards for these pollutants.

The SCAQMD operates several air quality monitoring stations within the Basin. Van Nuys is located within Source Receptor Area (SRA) 7, one of 28 areas under the jurisdiction of the SCAQMD. The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The Los Angeles County portion of the Basin is designated as a serious nonattainment area for Federal and State CO standards. The entire Basin is designated as a serious non-attainment area for State and Federal PM_{10} standards. Some exceedances of State standards for PM_{10} occurred at local air monitoring stations from 1998 through 2002, ranging from five to 13 times in a given year.

The AOC facility is currently registered as a hazardous waste transporter. The AOC facility uses approximately 5 tanker trucks to collect used motor oil from customers located in various parts of the Southern California. Used oil has a low vapor pressures (low volatility) and, therefore, will not emit any significant vapors into the air. The empty tanker trucks, which are parked overnight at the facility, leave the facility site between 0630 and 0800 hours in the morning to pick up used oil from customers. When full, the tanker trucks would bring the used oil to an authorized used oil transfer or recycling facility. The project, if approved, would allow AOC’s tanker trucks to return to the facility filled with used oil and transfer the used oil into one up tanker trailer parked at the site using hoses. The tanker trailer would have a maximum permitted capacity of 7000 gallons. The equipment to transfer the waste is designed to reduce the risk of explosion, fire, emission of hazardous vapors and spillage of hazardous materials due to overfilling of the tanker trailer or drainage from liquid transfer systems. The operator would be required to stop the transfer operation if leakage is detected. The contents of the drums containing used oil are also pumped into the tanker trailer. The tanker trucks typically make one or two round trip per day from the facility.

Drums of solid waste contaminated with oil are also currently brought to the facility on a transfer basis for up to 10 days and must remain sealed. The project, if approved, would also allow AOC to consolidate the drummed solid oil-contaminated waste in a dump trailer. When the dump trailer is full, it is connected to a pickup truck and driven to an authorized treatment/disposal facility. In addition to the 5 AOC tanker trucks, a larger tanker trailer (up to 7,000 gallon) may leave the site when full. These large tanker trailers average approximately 2 to 3 round trips to and from the facility per week.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Conflict with or obstruct implementation of the applicable air quality plan.

No. AOC has been operating as a used oil transporter from this location since 2000. The operations at the facility would not change substantially if the project is approved. The project would allow AOC to consolidate used oil and solid oil-contaminated waste at its facility in additional to be a used oil transporter. These activities are not expected conflict with or obstruct implementation of the applicable air quality plan.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

No. AOC has been operating as a used oil transporter from this location since 2000. No permit is required from SCAQMD for their current operations or the proposed operations. The operations at the facility would not change substantially if the project would be approved. The project would allow AOC to consolidate used oil into one tanker trailer and solid oil-contaminated waste at their facility in additional to be a used oil transporter. Most of AOC customers are located near the facility. Tanker trucks operated by AOC go out and collect used oil from its customers. Once the tanker trucks are full, they currently go directly to an authorized used oil transfer or recycling facility for offloading. The project would allow AOC to consolidate the used oil into a larger load in a tanker trailer and thus, reducing the number of trips and/or distance driven by the smaller tanker trucks to the used oil transfer or recycling facility. Once full, the larger tanker trailer would be driven to an authorized used oil transfer or recycling facility. Therefore, the project will not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

c. Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

No. AOC is currently operating as a used oil transporter at this location. The project involves making a permit determination which would allow AOC to consolidate used oil into a larger load in one tanker trailer. This would reduce the number of truck trips by allowing AOC to bring a larger load of used oil to an authorized treatment/recycling facility rather than having several small tanker trucks bring small loads. The project would also allow AOC to consolidate solid waste contaminated with oil. There is not expected to be any significant increase in the number of truck trips to the facility since drummed solid waste are already being brought to the facility on a transfer basis. Small numbers of drummed oil-contaminated solid waste are currently brought to the facility and place into a secured area. When the 10-day time limit has been reached for those drums, the drums are placed onto a truck and sent to the appropriate offsite facility. All drums of waste are shipped within ten days of first arrival at the facility. If the permit is approved, the content of the drums would be consolidated into a dump trailer and brought to an authorized treatment/recycling facility. The maximum allowed storage time is one year. There may be a decrease in the number of truck trips leaving the facility since the consolidation will allow AOC to store the solid waste until sufficient capacity is achieved to bring the solid waste to the treatment/recycling facility instead of than having partially-full trucks leave the facility every 10 days.

d. Expose sensitive receptors to substantial pollutant concentrations.

No. Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent center, and retirement homes.

AOC is located in an industrialized area zoned for light manufacturing. The nearest sensitive receptors are residences located approximately 600 feet north of the facility on Clearwater Avenue and 1000 feet south of the facility on Cohasset Street. The AOC facility manages used oil and oily solid waste. These waste streams are considered to be low hazard and have low vapor pressures (low volatility) and, therefore, will not emit any significant vapors into the air. Emissions from truck traffic are limited to the time it takes for the trucks to arrive and leave the facility. The operations of the facility are not expected to change if the project is approved. Therefore, approval of the project is not expose sensitive receptors to substantial pollutant concentrations.

e. Create objectionable odors affecting a substantial number of people.

No. The AOC facility manages used oil and oily solid waste. These waste streams are considered to be low hazard and have low vapor pressures (low volatility) and, therefore, will not emit any significant vapors into the air. Emissions from truck traffic are limited to the time it takes for the trucks to arrive and leave the facility, and is not different from emissions from cars and trucks traveling along city streets. Therefore, the project will not create objectionable odors affecting a substantial number of people.

f. Result in human exposure to Naturally Occurring Asbestos.

No. According to a California Department of Conservation, Division of Mines and Geology report, the AOC facility site and surrounding area is not likely to contain naturally occurring asbestos.

Specific References: 1, 3, 4, 5, 15, 17, 23, 24

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☒ Less Than Significant Impact
☐ No Impact

4. Biological Resources

Project activities likely to create an impact: None.

Description of Environmental Setting: The project site is located in a developed industrialized area zoned for light manufacturing. The company has been operating at this location since 2000 as a used oil transporter. The project, if approved, would not substantially alter the operations at the site. The site is covered entirely by either asphalt or concrete. There are two warehouse-type buildings on the site. The Los Angeles Flood Control Channel is south of the site. Saticoy Street is to the north. An auto dismantler is to the east and commercial business is west. The facility is surrounded by cinder block walls and fences. According to the California Department of Fish and Game's Natural Diversity Database, there are no threatened or endangered plants or animals within the facility site. The site is completely void of any plant or animal habitat. Based on this information regarding the project, no further analysis of potential impacts is necessary.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

None.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

None.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

None.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

None.

e. Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

None.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

None.

Specific References: 1, 23

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

5. Cultural Resources

Project activities likely to create an impact: None.

Description of Environmental Setting: Significant historical resources include those designated or eligible for designation in the National Register of Historic Places (National Register); the California Register of Historical Resources (California Register) or other state program; as a City of Los Angeles Historic-Cultural Monument; or in a City of Los Angeles Historic Preservation Overlay Zone (HPOZ). Historical resources also include resources listed in the State Historic Resources Inventory as significant at the local level or higher and those evaluated as potentially significant in a survey or other professional evaluation. Agencies with jurisdiction over historical resources include the U.S. Department of the Interior, the California Office of Historic Preservation (OHP), and the City of Los Angeles. The Department of the Interior maintains the National Register. Criteria for listing in the National Register include association with events, persons, history, or prehistory or embodiment of distinctive characteristics. These criteria are based on context (theme, place, and time), integrity (location, design, setting, materials, workmanship, feeling, and association), and, if a recent resource, exceptional importance. OHP, through its State Historic Preservation Officer (SHPO), implements state preservation law, and is responsible for maintaining the California Register. The California Register uses the National Register criteria for listing resources significant at the national, state, or local level. Within the City of Los Angeles, the Cultural Heritage Commission (CHC) is responsible for identifying resources for the City Council to consider for Historic-Cultural Monument status.

The facility is located a light manufacturing zoned area in Van Nuys, Los Angeles County, California. The entire site is completely paved and there are two warehouse-type buildings on the site. DTSC performed a search of the City of Los Angeles, Department of Planning Historic-Cultural Monument Report for the Van Nuys area (See Attachment 1) and found no Historic-Cultural Monuments in the vicinity of the American Oil Company site. The closest Historic-Cultural Monument is approximately 2.5 miles from the AOC site. A search of the National Register of Historic Places also shows no historic-cultural landmarks within the vicinity of the AOC site. No construction is planned for the site except for building a 4-inch berm inside the 13736 Building which will not require any excavation. For these reasons, no further analysis of potential impacts is required for Cultural Resources impacts.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5.

None

b. Cause a substantial adverse change in the significance of an archeological resource pursuant to 15064.5.

None

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

None

d. Disturb any human remains, including those interred outside of formal cemeteries.

None

Specific References: 1

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

6. Geology and Soils

Project activities likely to create an impact: None.

Description of Environmental Setting: Regionally, the site is located in the Transverse Ranges geomorphic province, so named because it stretches laterally west to east across the state in contrast to the dominant northwest trend of bordering Sierra Nevada, Coast Ranges, and Peninsular Ranges geomorphic provinces. The Transverse Ranges encompass a narrow, 300-mile long area from the western edge of the Santa Monica Mountains eastward to approximately 60 miles from the Colorado River.

The San Fernando Valley is bordered by the Santa Monica Mountains to the south, Simi Hills to the west, Santa Susana and San Gabriel Mountains to the north, and the Verdugo Mountains to the east. Based on a review of available geologic publications, the site is underlain by Holocene-age (10,000 years ago to the present) unconsolidated alluvial fan deposits consisting of sand and silty sand with lesser amounts of silt and gravel.

Soils underlying the site consist of Tujunga-Soboba association, 0-5 percent slopes. These are classified as deep, excessively drained sands and sandy loam soils that exhibit rapid permeablility and slow runoff.

The Los Angeles area contains numerous active and potentially active faults and is considered a region of high seismic activity. The 1997 Uniform Building Code locates the entire Los Angeles Area within Seismic Risk Zone 4. Areas within Zone 4 are expected to experience maximum magnitudes and damage in the event of an earthquake. The Southern California Earthquake Center (SCEC) has evaluated the probability of a Richter magnitude 7.0 earthquake occurring in Southern California in the next 30 years. The results of the evaluation indicate an 80 to 90 percent likelihood that such an earthquake could occur.

The AOC project site is approximately six miles south of the active San Fernando Fault, and twelve miles northwest of the active Newport-Inglewood fault (See Figure 6-1). Numerous active faults capable of producing significant ground shaking are located near the project site, as depicted on Figure 6-1. The Verdugo fault, located six miles northwest of the project site, is the nearest active fault; other active faults in the region include the Northridge and San Fernando faults. Additionally, the potentially active North Hollywood Fault is located less than three mile south of the AOC project site.

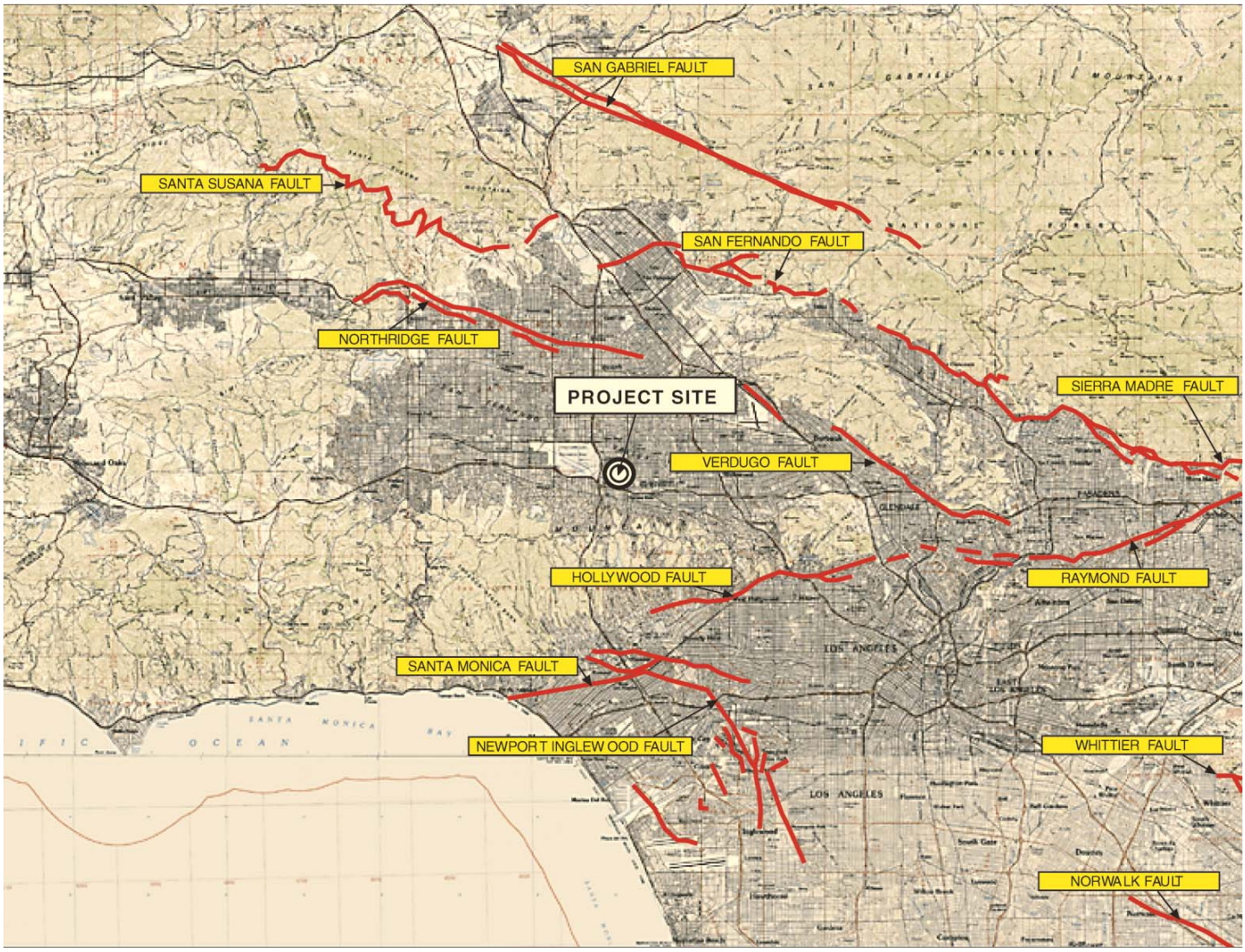

Figure 6-1. Regional Earthquake Fault Map

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42).

  It is impossible to eliminate or avoid seismic hazards within Southern California. Earthquakes are a common occurrence in Southern California. Therefore, the project area does not pose any seismic hazard risks that would be considered unusual for the area. Four faults are located within close proximity to Van Nuys: Newport-Inglewood, San Fernando, Verdugo, and North Hollywood Faults.

  The project site is not located within an Alquist-Priolo Fault Rupture Hazard Zone, as designated through the Alquist-Priolo Earthquake Fault Zoning Act, and no mapped active or potentially active faults are known to pass through the project site. The North Hollywood Fault is located less than three mile south, however this fault is not zoned under the Alquist Priolo Earthquake Fault Zoning Act. Although evidence indicates potential movement in the Holocene, the North Hollywood Fault is not considered an active fault. There is a low potential that fault

rupture would occur within the site. Therefore, the potential impact due to exposing people to a rupture of a known earthquake fault is less than significant.

- Strong seismic ground shaking.

  Strong ground movement from a major earthquake could affect the project site and Community of Sherman Oaks during the next 30 years. Earthquakes on the active faults are expected to produce a range of ground shaking intensities at the project site. Ground shaking may affect areas hundreds of miles distant from the earthquake's epicenter. A major seismic event on any of these active faults could cause significant ground shaking at the site, as experienced during earthquakes in recent history, such as the 1994 Northridge or 1971 San Fernando earthquakes. The 1994 Northridge earthquake caused $20 to $40 billion in damage and resulted in 57 deaths. Maximum recorded ground shaking during the Northridge earthquake was 1.78 g, approximately 4 miles south of epicenter at Tarzana. The project site is located approximately 7 miles south of the Northridge fault. Sherman Oaks sustained heavy damage during the Northridge earthquake due to ground shaking amplification generated by unconsolidated sands and gravel deposits and shallow groundwater.

  According to the California Geological Society (CGS, formerly known as California Division of Mines and Geology) probabilistic seismic hazard map, peak ground acceleration in the project region could reach 0.5 to 0.6 g. A probabilistic seismic hazard map represents the severity of ground shaking from earthquakes that geologists and seismologists agree could occur, but has a 90 percent chance of not exceeding in 50 years (an annual probability occurrence of 1 in 475). It is "probabilistic" in the sense that the analysis takes into consideration the uncertainties in the size and location of earthquakes and the resulting ground motions that can affect a particular site, and expresses the probability of exceeding a certain ground motion.

  The hazardous waste management units of the facility consist of a used oil storage area for one tanker trailer, a solid waste storage area for one dump trailer, and a loading/unloading area inside a warehouse building. The tanker trailer can have a capacity of up to 7,000 gallons and must be constructed in compliance with the United States Department of Transportation (US DOT) standards. The tanker trailer is located between 2 warehouse buildings. There is approximately 2 feet of spacing between the tanker trailer and the wall of the warehouse buildings. In the event of a seismic occurrence, the tanker trailer may move from side to side. In the worse case, the tanker trailer may tip over into the warehouse wall. Any waste is released from the tanker trailer would be contained in the secondary containment system. Secondary containment is provided for by the west wall of 13736 Building, east wall of 13740 Building, a 2-foot wall at the south end and a 6-inch berm at the north end. The containment capacity is 4,713 gallons. There is a doorway leading to the 13736 Building. Any overflow from this unit will flow into the 13736 Building. All other door openings in the warehouse are bermed to prevent any liquids from leaving the 13736 Building. The total secondary containment system capacity of both Unit #2 and the 13736 Building is 11,445 gallons.

  The solid waste storage area will be designated outside the northern wall of the 13736 Building. One dump trailer will be place there to allow solid waste contaminated with oil to be consolidated. The dump trailer will be in compliance with US DOT standards. In the event of a seismic occurrence, the dump trailer may move. In the worst case, the dump trailer may tip over; however, since the dump trailer only contains solid waste, the solid waste may be swept up after the seismic occurrence and placed back into the dump trailer or other appropriate containers.

  The loading/unloading area is an area inside the 13736 Building. No storage of hazardous waste is allowed in the loading/unloading area. Hazardous waste handling would occur only when a tanker truck needs to transfer the used oil to the tanker trailer. Otherwise, this area would be empty.

  AOC currently has approximately 3 to 4 employees working at the project site. The project, if approved, would not subject the employees to any additional risk to strong seismic ground shaking than what is currently present.

  Therefore, any potential impact due to strong seismic ground shaking would be less than significant.

- Seismic-related ground failure, including liquefaction.

  Liquefaction is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in temporary, fluid-like behavior of the soil. Soil liquefaction causes

ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. According to Areas Susceptible to Liquefaction plan (Exhibit B) in the Los Angeles City General Plan Safety Element, the project site is not within an area susceptible to liquefaction.

- Landslides.

  Landslides and mudflows are associated with slopes that are unstable. According to the Landslide Inventory & Hillside Areas plan (Exhibit C) in the Los Angeles City General Plan Safety Element, the project site is not within a hillside area.

  The existing facility is located on relatively flat terrain and the project does not involve construction activities which would create or result in landslides which would result in adverse impacts.

b. Result in substantial soil erosion or the loss of topsoil.

   The project facility site is located in an area zoned for industrial use. The site is completely covered with either asphalt or concrete and is on relatively flat terrain. The only construction occurring at the site would be construction of 4-inch high berms in an existing warehouse building. This construction activity is not expected to result in substantial soil erosion or loss of topsoil.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

   Subsidence generally occurs in portions of the City of Los Angeles where development has been placed on top of landfills. Areas where landfill activities have occurred may be subject to the generation of organic gases associated with decomposition, which may possibly experience differential settlement as portions of the ground surface collapse inwards. AOC is not located on a present or former landfill. Additionally, the project is not located on a geologic unit or soil that is unstable, or that would become unstable. Therefore, any potential impact would be less than significant.

   Also see discussion for 6a.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

   See discussion in 6a and 6c.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of water.

   The project does not involve use of septic tanks or alternative waste water disposal systems.

f. Be located in an area containing naturally occurring asbestos.

   AOC is currently operating at the project site as a used oil transporter. The project involves making a permit determination which would allow AOC to store for a longer period of time (more than 10 days but less than one year), the same types of wastes previously handled at the same location. According to a California Department of Conservation, Division of Mines and Geology report, the AOC facility site and surrounding area is not likely to contain naturally occurring asbestos.

Specific References: 1, 3, 4, 5, 9, 19

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

7. Hazards and Hazardous Materials

Project activities likely to create an impact: Transportation of hazardous wastes to and from the facility; storage and transfer of hazardous wastes at the facility.

Description of Environmental Setting: The project involves making a permit determination on the issuance of a Series C Standardized Permit to AOC in Van Nuys. The permit, if approved, would allow AOC to store used oil in one tanker trailer and to store solid waste contaminated with oil in a dump trailer up to one year. No recycling or treatment of used oil is currently allowed and will not be allowed under the proposed Standardized Permit. All used oil must be shipped offsite to an authorized hazardous waste transfer, treatment, storage, or disposal facility.

The AOC facility will only handle used oil and solid oily waste such as debris contaminated with used oil. These wastes are commonly generated by home/car owners, gasoline stations, automobile repair shops, and oil changers, etc., and are considered to be "low risk." The characteristics of the wastes handled at the AOC facility are discussed below:

Used Oil

Used Oil (also called used engine or motor oil) is a mineral-based, brown-to-black, oily liquid removed from the engine of a motor vehicle when the oil is changed. It is similar to unused oil except it contains additional chemicals from its use as an engine lubricant. Examples of used oil are spent lubricating fluids that have been removed from an engine crankcase, transmission, gearbox, or differential of an automobile, bus, truck, vessel, plane, heavy equipment, or machinery powered by an internal combustion engine.

Used oil may also include used industrial oils such as hydraulic oils, compressor oils, turbine oils, bearing oils, gear oils, transformer (dielectric) oils, refrigeration oils, metalworking oils, and railroad oils. However, the majority of the used oil handled at the AOC facility is used motor oil.

The chemicals in oil include hydrocarbons, which are distilled from crude oil, and various additives that improve the oil's performance. Used oil also contains chemicals formed when the oil is exposed to high temperatures and pressures inside an engine. It also contains some metals from engine parts and small amounts of gasoline, antifreeze, and chemicals that come from gasoline when it burns inside the engine.

The chemicals found in used mineral-based crankcase oil vary depending on the brand and type of oil, whether gasoline or diesel fuel was used, the mechanical condition of the engine that the oil came from, and the amount of use between oil changes. However, used oil handled by the AOC facility must meet the following standard:

- Minimum flash point of 100 degrees Fahrenheit;
- Total halogens content of 1000 mg/kg (ppm) or less;
- Total polychlorinated biphenyls (PCBs) concentration of 5 mg/kg (ppm) or less; and
- Has not been mixed with hazardous waste, as defined in Title 22, California Code of Regulations, other than minimal amounts of vehicle fuel.

The health effects of used mineral-based crankcase oil vary depending on the brand and type of oil used and the characteristics of the engine it came from.

Mechanics and other auto workers who are exposed to used mineral-based crankcase oil from a large number of cars have experienced skin rashes, blood effects (anemia), and headaches and tremors. However, these workers are also exposed to other chemicals, which may have caused these health effects.

Volunteers who breathed mists of used mineral-based crankcase oil for a few minutes had slightly irritated noses, throats, and eyes. There are few toxicological studies of animals exposed to mineral-based crankcase oil. Animals that ate large amounts of this oil developed diarrhea. Thus, people who swallow used mineral-based crankcase oil may also have diarrhea.

Studies of rats ingesting large single doses (9,000-22,500 mg/kg) of used mineral-based crankcase oil found no adverse health effects other than diarrhea.

Additional information on the health effects of used oil can be found on the Agency for Toxic Substances and Disease Registry (ASTDR) website:

http://www.atsdr.cdc.gov/toxprofiles/phs102.html

The Agency for Toxic Substances and Disease Registry is an agency of the United States Department of Health and Human Services. ASTDR's mission is to serve the public by using the best science, taking responsive public health actions, and providing trusted health information to prevent harmful exposures and disease related to toxic substances

Oily Solid Waste

The AOC facility is proposing to store oily solid waste such as soil and debris contaminated with oil (e.g., oily rags, cat litter used to absorb small oil spills at gas stations, etc.) in one dump trailer.

If the quantity of used oil in the oily solid waste is high enough, the health effect will be similar to that of used oil.

AOC Facility Proposed Operations

If the permit is approved, AOC will collect used oil from approved customers using tanker trucks. When AOC picks up the used oil from the waste generator, the driver observes the used oil and performs a waste screening analysis to ensure no halogen, solvents or other non-oil wastes are accepted. AOC customers are responsible for disclosing the presence of suspected contaminants. AOC accepts wastes primarily from established customers who perform their own engine fluid draining. However, AOC may request waste analyses from any customer where the presence of contaminants is suspected.

When a truckload of used oil returns to AOC facility, the load is analyzed for flash point and halogens (Chlor-D-Tect). If the used oil contains halogens at concentration less than 1,000 parts per million and has a flash point greater than 100^{o}F, it is pumped into the tanker trailer parking in the Used Oil Storage Area (Unit 2) using a closed system of hoses and pumps. Otherwise, the load is transported directly to a permitted hazardous waste treatment facility. In this closed pumping and transfer system, all hose joints and connections are equipped with impervious gaskets. When AOC tanker trailer deliver the load to a permitted used oil management facility, the load is tested for PCBs, either by the receiving facility or by AOC.

Similarly, drums of solid waste are tested to ensure it contains no free liquids. If the oily solid contains no free liquids, the content of the drum is transferred to the dump trailer using a forklift. Customers are responsible for disclosing the presence of contaminants in the waste stream. The pick-up driver observes the waste and performs a visual screening. AOC may request waste analysis from customers suspected of having contaminants prior to accepting the waste. No rinsing of empty drums will be allowed. The empty drums are treated as hazardous waste unless they meet the definition of "empty container" in accordance with California Code of Regulations, Title 22, Section 66261.7(b) without rinsing. "Empty container" in accordance with California Code of Regulations, Title 22, Section 66261.7(b) are not considered hazardous waste.

AOC Design

The entire AOC site is approximately 140 feet by 101 feet. There are two warehouse-type buildings on the site. The permit will also allow AOC to designate the area between the two warehouse buildings as a used oil storage area. The used oil storage area will measure approximately 14 feet by 90 feet and have a maximum permitted capacity of one tanker trailer with a capacity of up to 7000 gallon tanker trailer. The only waste stream permitted to be stored in this area is used oil. Secondary containment is provided for by an interconnection of the warehouse walls and berms. Specifically, secondary containment for the used oil storage area (Unit 2) is provided for by the west wall of 13736 Building, east wall of 13740 Building, a 2-foot wall at the south end and a 6-inch berm at the north end. The containment capacity of the used oil storage area is 4,713 gallons. There is a doorway leading to the 13736 Building. Any overflow from this unit will flow into the 13736 Building. All other door openings in the 13736 Building are bermed to prevent any liquids from leaving the warehouse. The total secondary containment system capacity of both Unit #2 and the 13736 Building is 11,445 gallons.

An area inside the 13736 Building will also be designated as a loading/unloading area (Unit 1). Additionally, an area outside the northern end of the 13736 Building will be used to park the dump trailer (Unit 3) (See Figure 3).

Public Health and Safety

The facility is enclosed to the north by a 10-foot high cinder block wall, walls and fences on the east and west side, and a 8-foot fence to the south. Hazardous Waste warning signs are clearly posted. Workers are trained in the proper use of equipment and in the identification of hazards. The pumping equipment is designed to minimize vapor release. The truck loading/unloading area has secondary containment in place to contain any spillage. Spillage will be cleaned up as soon as possible to minimize potential for releases to the environment. Employees are provided with appropriate personal protection equipment. An emergency eye wash and safety shower is located inside the laboratory.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Create a significant hazard to the public or the environment throughout the routine transport, use or disposal of hazardous materials.

AOC is a registered hazardous waste transporter (Registration #1601). The drivers of the AOC registered hazardous waste transporter vehicles are trained in safety procedures and contingency procedures to minimize exposures in case a release does occur from the tanker trucks. All transporters are required to maintain proper certification of transporting hazardous waste. The certification is issued by the California Highway Patrol. Additionally, pursuant to Department of Transportation (DOT) regulations (Code of Federal Regulations Title 49), trucks that transport hazardous wastes must pass annual inspections for integrity of the tank and of the vehicle and its operating systems. The owner of the truck must provide $1,000,000 of liability insurance and must be trained in contingency procedures to minimize exposures in case a release does occur. Facility employees are required to receive training in the appropriate responses in a case of an emergency.

DTSC concludes that the project will not create a significant hazard to the public or the environment throughout the routine transport, use or disposal of hazardous materials. Therefore, the potential for impact is determined to be less than significant.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The major foreseeable risk of upset or accident at the facility is a spill of used oil from a tanker truck or a hose. These spills can occur due to equipment malfunction or operator error. Design and operational measures are in place to prevent spills or to assure that releases would not affect the environment. The maximum amount that could be released would be approximately 7,000 gallons if the release is occurred from a tanker trailer. This is the size of the largest outgoing truck with used oil. The used oil storage area is built with bermed concrete secondary containment areas to contain spills and releases. The secondary containment system has a capacity of 11,445 gallons. The secondary containment would prevent any releases from running offsite. Additionally, air emissions from the waste would be minimal since used oil is not very volatile (low vapor pressures) and the waste would be promptly cleaned up.

AOC facility personnel always supervise all waste transfer activities. The facility has a Contingency Plan in place that outlines the response procedures that personnel must utilize in the event of a release. Spill containment equipment will be kept at the facility.

Fire may also create a major risk of upset since used oil accepted at the facility can have a flash point as low as 100 degrees Fahrenheit (^{o}F). Flash point is the lowest temperature at which a liquid can form an ignitable mixture in air near the surface of the liquid. The lower the flash point, the easier it is to ignite the material. For comparison, gasoline has a flash point of -40 ^{o}F. Most used oil accepted at AOC have flash point of 250 to 400 ^{o}F. Having a low flash point in itself is not a cause for concern. In order for a fire to start, an ignition source would be needed such as an open flame. Gasoline can be ignited with a small flame source such as a spark or match. For used oil to ignite, a flame would have to be directly applied to it. Therefore, for a fire to occur, all the following must occur: (1) a significant quantity of used oil must be spilled; (2) No personnel is available and the spill is not cleaned up; (3) a flame source must be nearby; and (4) the flame source must be applied directly to the used oil spill. This scenario is not likely since facility personnel or truck drivers are required to be present during loading/unloading operations. Any spill is required to be cleaned up. “No smoking” signs are clearly posted at the facility. There are no flame sources near the hazardous waste management units.

Therefore, DTSC has determined the potential for impacts in the event of upset conditions at the facility to be less than significant.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

There are no schools within one-quarter mile of the facility. The nearest school is Ranchito Elementary School, located at 7940 Ranchito Avenue in Panorama City, approximately 0.7 miles north of the facility. Both Hazeltine Elementary School at 7150 Hazeltine Ave in Van Nuys and Pinecrest School at 14111 Sherman Way in Van Nuys are approximately 1.2 miles southwest of the facility.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to public or the environment.

The AOC facility, located at 13736-13740 Saticoy Street in Van Nuys, Los Angeles County, California is not listed on the Department of Toxic Substances Control's Hazardous Waste and Substances Site List (also known as the "Cortese List"). The Cortese List is a planning document used by the State, local agencies, and developers to comply with California Environmental Quality Act requirements in providing information about the location of hazardous materials releases.

e. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

AOC has been operating as a hazardous waste transporter at this site since 2000. No expansion of the facility is planned and no alterations will be performed around the property boundaries or outside the property site. AOC is required to have a Contingency Plan which specifies emergency preparedness and response procedures at the facility. Section 66264.56, Title 22, California Code of Regulations, specifies emergency procedures at hazardous waste management facilities. These procedures include an emergency coordinator being designated prior to beginning facility operation. If there is an imminent or actual emergency situation, the emergency coordinator or their designee shall immediately activate internal facility alarms or communication systems and notify facility personnel. The appropriate State or local agencies with designated response roles are then notified, if needed.

If the emergency coordinator determines there has been a release that could affect human health or the environment outside the facility, the coordinator shall immediately notify the State Office of Emergency Services and assess the need for evacuation of local areas. As appropriate, the emergency coordinator shall immediately notify the appropriate local authorities and be available to help local officials determine areas to be evacuated.

AOC is required to submit copy of their Contingency Plan to local Emergency Response agencies and nearby hospitals.

Therefore, the project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The potential impacts are determined to be less than significant.

Specific References: 1, 6, 11, 14

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☒ Less Than Significant Impact
☐ No Impact

8. Hydrology and Water Quality

Project activities likely to create an impact: None.

Description of Environmental Setting: Surface water resources in Southern California include creeks and rivers, lakes and reservoirs. Reservoirs serving flood control and water storage functions exist throughout the region. Since the climate of

Southern California is predominantly arid, many of the natural rivers and creeks are intermittent or ephemeral, drying up in the summer or flowing only in reaction to precipitation. Annual rainfall amounts vary depending on elevation and proximity to the coast. The San Fernando Valley receives approximately 17 inches of precipitation per year. However, due to agricultural irrigation and urban landscape watering, waterways such as the Los Angeles River maintain a perennial flow. The Los Angeles River is a highly disturbed system due to flood control measures constructed between 1935 and 1959 that included lining the river channel with concrete along much of its length. The main source of water in the Los Angeles River is generally tertiary-treated effluent from several municipal wastewater treatment plants and urban runoff.

The AOC site is located in the San Fernando Valley Groundwater Basin, an area of generally unconfined groundwater that underlies the San Fernando Valley and is generally bounded to the south by the Santa Monica Mountains, the west by the Simi Hills, to the north by the Santa Susana and San Gabriel Mountains, and to the east by the Chalk Hills. Water-bearing sediments include alluvial deposits consisting of coarse-grained unsorted gravels and sand with varying amounts of clay that range in thickness from 100 to 900 feet, and the Saugus Formation, consisting of continental and shell marine conglomerates sands, silts, and clays which ranges in thickness from 2,000 to 6,400 feet. Groundwater levels in the basin have remained related stable since adjudication of the basin 20 years ago.

The AOC facility is located at 13736 – 13740 Saticoy Street in Van Nuys. The facility is entirely paved. The surrounding area is highly developed and zoned for industrial use. The Los Angeles Flood Control Channel is located directly south of the AOC facility. The AOC site is not within a flood prone area. The current Federal Emergency Management Agency Flood Insurance Rate Map indicates that the project site is not located within the 100-year flood plain.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Violate any water quality standards or waste discharge requirements.

None. During normal operating conditions, no hazardous waste is discharged from the facility. Used oil is shipped offsite in tanker trucks or trailers to appropriate treatment facilities. In the unlikely event that a spill should occur at the site, any spilled material will be captured by the secondary containment system surrounding the loading/unloading area and used oil storage area. Since the project does not discharge any hazardous waste and any spills are captured in the secondary containment system, the project will not violate any water quality standards or waste discharge requirements.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficient in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

None. The project does not involve pumping of groundwater.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site.

None. The project will involve construction of a 4-inch berms inside an existing warehouse building. No changes to the drainage pattern at the site will occur.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site.

None. The project will involve construction of a 4-inch berms inside an existing warehouse building. No changes to the drainage pattern at the site will occur.

e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

None. The project involves the permit determination on a used oil transfer facility application. The permit, if approved, would allow AOC, a used oil transporter, to store used oil and solids contaminated with used oil at the existing place of business. No discharge of hazardous waste will be allowed. The project will not create or

contribute runoff water which would exceed the capacity of existing or planned storm water discharge systems or provide substantial additional sources or polluted runoff.

f. Otherwise substantially degrade water quality.

None. During normal operating conditions, no hazardous waste is discharged from the facility. Used oil and oily solids are shipped offsite in trucks to appropriate treatment or disposal facilities, respectively. In the unlikely event that a spill should occur, any spilled used oil will be captured by the secondary containment system, thus preventing any migration offsite. Since the project does not discharge any hazardous waste and any spills are captured in the secondary containment system, the project will not degrade water quality.

g. Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

None. The facility is not in a 100-year flood zone.

h. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

The existing AOC facility is located approximately four miles from the Sepulveda Dam. The project site is identified in the City of Los Angeles General Plan as an area within a potential inundation area (for water storage facilities). An inundation map prepared for Sepulveda Dam by the U.S. Army Corps of Engineers reflects calculations associated with a complete breach of the dam with reservoir water surface at the spillway crest. This map delineates a potential inundation area in communities near the Los Angeles River and its tributaries which incorporates the project site and stretches downstream almost to Interstate 405, west of the Long Beach Municipal Airport. Given that the AOC facility has been operating at this location since 2000, there is no new risk of flooding introduced as a result of this project. The inundation boundary as shown Los Angeles City General Plan Safety Element Exhibit G encompasses all probable routes that a flood might follow after exiting various dams in the city region; thus, the map shows a very large and conservative inundation area. Considering the infrequency of earthquakes, catastrophic failure of a major dam as a result of an earthquake is regarded as unlikely. Therefore, impacts would be less than significant.

i. Inundation by sieche, tsunami or mudflow.

Tsunamis are large ocean waves that are generated by major seismic events. Storms at sea also can generate heavy waves. Both have the potential to cause flooding in lowlying coastal areas. The project site is located over 350 feet above mean sea level and approximately 10 miles from the Pacific Ocean, and is therefore not located in a tsunami hazard area.

A seiche is a surface wave created when a body of water is shaken; usually by earthquake activity. Inundation from a seiche can occur, for example, if a wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. The Sepulveda Dam is located approximately four miles southwest of the site. The Sepulveda Dam was constructed in 1941 as a flood control facility, and is owned and operated by the U.S. Army Corps of Engineers. Since the proposed project site is located approximately four miles from the Sepulveda Dam, it is not located in an area susceptible to seiches.

The topography of the facility site and surrounding area is flat and highly developed. There are no hills nearby. Since the area is flat and developed, the potential for inundation by mudflow is negligible.

Specific References: 1, 3, 4, 9, 19

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

9. Land Use and Planning

Project activities likely to create an impact: None.

Description of Environmental Setting: The American Oil Company site is located at 13736 – 13740 Saticoy Street in Van Nuys, Los Angeles County, just within the southern boundary of the the Mission Hills - Panorama City - North Hills Community Plan Area. The Mission Hills - Panorama City - North Hills Community Plan Area (CPA) is situated in the north central portion of the San Fernando Valley in the City of Los Angeles. It is adjacent to the planning communities of Arleta - Pacoima, Sun Valley, Van Nuys - North Sherman Oaks, Reseda - West Van Nuys, Northridge, Granada Hills - Knollwood, Sylmar, and the City of San Fernando.

Mission Hills - Panorama City - North Hills CPA is generally bounded by the Golden State Freeway (I-5), the City of San Fernando, the Pacoima Wash, Woodman Avenue, Branford Street, Pacoima Diversion Canal, Tujunga Wash, Southern Pacific Railroad tracks, Sepulveda Boulevard, Roscoe Boulevard, Pacoima Wash, Lassen Street, the San Diego Freeway (I-405) to the junction of I-405 and I-5.

The Mission Hills - Panorama City - North Hills CPA contains approximately 7,528 net acres. Much of the topography south of San Fernando Mission Boulevard is level with a small amount of varied, hillside terrain located north of San Fernando Mission Boulevard. The land use consists primarily of low density residential with higher density residential uses and commercial uses concentrated near the transit corridors of Sepulveda Boulevard, Roscoe Boulevard, Van Nuys Boulevard, and Lassen Street. Industrial uses of approximately 314 net acres with 6,940,100 square feet of development are mostly concentrated in the southern portion of the CPA along the Southern Pacific Railroad tracks.

Residential land uses account for 4,361 net acres with approximately 36,320 dwelling units, of which 55% are multi-family units. Approximately 60% of the housing stock is between 20 and 40 years of age. Concentrations of multi-family residential uses can be found between I-405, Plummer Street, Van Nuys Boulevard and Roscoe Boulevard near the Regional Commercial Center. The Regional Commercial Center at Roscoe and Van Nuys Boulevards, which includes the Panorama Mall, provides a central focus of commercial land use intensity. Existing commercial land use in the CPA is 449 net acres with 9,115,000 square feet of development.

The American Oil Company facility site is approximately 141 feet by 101 feet (0.33 acres) and is located in a developed area zoned for light manufacturing land use (local zoning designation of M2-1). The immediate area surrounding the facility is also zoned for light manufacturing. Land zoned for single-family homes begin approximately 100 yards north of the AOC facility. Land zoned for multi-family units begin approximately 0.25 miles northwest of the AOC facility.

There are two buildings covering most of the parcel. The property to the east of the facility is an auto recovery company. To the south of the facility is the Los Angeles Flood Control Channel and to the north is Saticoy Street. Ranchito Elementary School, located at 7940 Ranchito Avenue in Panorama City, is approximately 0.7 miles north of the facility. Both Hazeltine Elementary School at 7150 Hazeltine Ave in Van Nuys and Pinecrest School at 14111 Sherman Way in Van Nuys are approximately 1.2 miles southwest of the facility. The facility is surrounded by a ten-foot high concrete wall to the north and concrete walls and/or chain-link fencing on the other three sides. A gate located at the north end of the property allows for access to Saticoy Street.

AOC has been operating a used oil transporter at this location since 2000. The project would allow AOC to store used oil and solid waste contaminated with used oil at the site for up to one year. The current facility would not require a conditional use permit because this facility is consistent with current land use designation.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

   None. The current facility is consistent with existing land use designation. AOC is currently operating as a used oil transporter at the project site. The permit, if approved, would allow used oil and solid waste contaminated with used oil, which are already handled at the facility, to be stored for a longer period of time (up to one year). The issuance of a hazardous waste facility permit would not require AOC to obtain a conditional use permit.

b. Conflict with any applicable habitat conservation plan or natural community conservation plan.

No. There is no habitat conservation or natural community conservation plan within the project site.

Specific References: 1, 21, 22, 23

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

10. Mineral Resources

Project activities likely to create an impact: None

Description of Environmental Setting: According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) maps produced for Los Angeles County (District 1), there are no oil and gas resources shown in the project area. The site is not delineated on the City of Los Angeles's General Plan or on the Mission Hills-Panorama City-North Hills's Community Plan as containing a locally important mineral resource. The project site is located in an urbanized area where irreversible land uses preclude mineral extraction. For this reason the State Board of Mining and Geology has deemed this area of Los Angeles as exempt from the Surface Mining and Reclamation Act (SMARA) and associated mineral conservation and extraction efforts. Therefore, no impacts associated with the loss of a mineral resource would occur. For these reasons, no further analysis of potential impacts is required for Mineral Resources impacts.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

None.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

None.

Specific References: 1, 7

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

11. Noise

Project activities likely to create an impact: Vehicles entering and leaving the facility; Pumps transferring wastes from tanker trucks and containers to tanker trailer. Transfer of solid waste from drums to the dump trailer.

Description of Environmental Setting: Decibels (dB) are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30

dBA (very quiet) to 100 dBA (very loud). The A-weighted sound pressure level is the sound pressure level, in decibels, as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.

In general, a 1 dBA change in the sound pressure levels of a given sound is detectable only under laboratory conditions. A 3 dBA change in sound pressure level is considered a detectable difference in most situations. A 5 dBA change is readily noticeable and a 10 dBA change is considered a doubling (or halving) of the subjective loudness. It should be noted that a 3 dBA increase or decrease in the average traffic noise level is realized by a doubling or halving of the traffic volume; or by about a 7 mile per hour (mph) increase or decrease in speed. For each doubling of distance from a point noise source, the sound level will decrease by 6 dBA. In other words, if a person is 100 feet from a machine, and moves to 200 feet from that source, sound levels will drop approximately 6 dBA. For each doubling of distance from a line source, like a roadway, noise levels are reduced by 3 to 5 decibels, depending on the ground cover between the source and the receiver.

The predominant community noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL rating represents the average of equivalent noise levels, known as Leqs, for a 24-hour period based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m. CNEL may be indicated by “dBA CNEL” or just “CNEL”. Noise barriers can provide approximately a 5 dBA CNEL noise reduction (additional reduction may be provided with a barrier of appropriate height, material, location and length). A row of buildings provides up to 5 dBA CNEL noise reduction with a 1.5 dBA CNEL reduction for each additional row up to a maximum reduction of approximately 10 dBA. The exact degree of noise attenuation depends on the nature and orientation of the structure and intervening barriers.

The Leq is the sound level containing the same total energy over a given sample time period. The Leq can be thought of as the steady sound level, which in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. Leq is typically computed over 1, 8 and 24-hour sample periods.

The Office of Noise Control in the State Department of Health Services has developed criteria and guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for General Plans. These guidelines include noise exposure levels for both exterior and interior environments. In addition, Title 25, Section 1092 of the California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 CNEL is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features that reduce interior noise levels to 45 dBA CNEL. Table 11-1, State of California Interior and Exterior Noise Standards, presents criteria used to assess the compatibility of proposed land uses with the noise environment.

Table 11-1. State of California Interior and Exterior Noise Standards

Land Use Categories	Uses	CNEL Interior[1]	CNEL Exterior[2]
Residential	Single-Family, Duplex, Multiple-Family	45[3]	65
	Mobile Home	--	65[4]
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building		--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--

	Movie Theaters	45	--
Institutional	Hospital, Schools' Classrooms/Playgrounds	45	65
	Church, Library	45	--
Open Space	Parks	--	45

NOTES:

1. Indoor environmental including: Bathrooms, closets, and corridors.

2. Outdoor environment limited to:

   - Private yard of single family Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
   - Balconies 6 feet deep or less are exempt
   - Mobile home park
   - Park's picnic area
   - School's playground

3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

4. Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

The City of Los Angeles is the local agency responsible for adopting and implementing policies as they relate to noise levels and its affect on land uses within its jurisdiction. Both acceptable and unacceptable noise levels associated with construction activities, roadway noise levels and ambient noise levels must all be defined and quantified. The City of Los Angeles has numerous ordinances and enforcement practices that apply to intrusive noise as well as ones that guide new construction. The City's comprehensive noise ordinance (Section 111 et seq. of the Los Angeles Municipal Code) establishes sound measurement and criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed a disturbance to the peace, and legal remedies for violations. The standards are correlated with land use zoning classifications in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. Table 11-2 below shows the noise/land use compatibility guideline for land uses within the City of Los Angeles.

Table 11-2. Community Noise Exposure CNEL

Land Use Category	Community Noise Exposure Ldn or CNEL, dBA			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Single-family, Duplex, Mobile Homes	50-60	55-70	70-75	Above 70
Multi-family Homes	50-65	60-70	70-75	Above 70
Transient Lodging – Motels, Hotels	50-65	60-70	70-80	Above 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	Above 65
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	Above 70
Playgrounds, Neighborhood Parks	50-70	NA	67-75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	NA	70-80	Above 80

Office Buildings, Business Commercial and Professional	50-70	67-77	Above 75	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	Above 75	NA

Source: City of Los Angeles General Plan Noise Element

Notes:

[1] NORMALLY ACCEPTABLE -Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

[2] CONDITIONALLY ACCEPTABLE - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[3] NORMALLY UNACCEPTABLE - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[4] CLEARLY UNACCEPTABLE - New construction or development should generally not be undertaken.

NA: Not Applicable

In the Noise Element of the City of Los Angeles General Plan, a 60 dB CNEL exposure is considered the most desirable target for the exterior of noise sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dB CNEL for noise-sensitive uses are considered acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are normally unacceptable except in unusual circumstances. New noise-sensitive land uses are generally not approved for noise environments exceeding 65 dB CNEL unless the noise exposure of any usable exterior space can be mitigated to below 65 dB CNEL. In many older residential areas, especially near freeways, noise levels in excess of 65 dB CNEL are common.

Van Nuy's noise environment is dominated by vehicular traffic including vehicular generated noise along Interstate 405 (I-405), Interstate 5 (I-5), State Highway 101(US 101), State Highway 170 (US 170), and primary and major arterial roadways. Additionally, the Burbank and Van Nuys Airports, as well as railroad operations (Union Pacific Railroad line) within Van Nuys contribute to the noise environment. Furthermore, a number of other sources contribute to the total noise environment. These noise sources include construction activities, power tools, gardening equipment, loudspeakers, auto repair, radios, children playing and dogs barking. As is typical of most urbanized areas, the most pervasive noise sources in Van Nuys are motor vehicles, including automobiles, trucks, buses and motorcycles.

The American Oil Company facility, located at 13736 – 13740 Saticoy Street in Van Nuys, is located in a light industrial area. The Van Nuys' zoning designation for this area is M2-1 (Industrial). American Oil Company has been operating as an used oil transporter at this location since 2000. The proposed hazardous waste management units (solid waste storage area, used oil storage area, and loading/unloading area) are situated in the middle of the property. Along the northern border of the AOC property is a 10-foot high cinder block walls. There is chain link fencing on the other three sides. The property to the east of the facility is an auto dismantling recoverycompany. To the south of the facility is the Los Angeles Flood Control Channel and to the north is Saticoy Street. Beyond the Los Angeles Flood Control Channel are railroad tracks owned by the Union Pacific Railroad.

Some land uses are considered more sensitive to ambient noise levels than others due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels, hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses. Sensitive land uses generally cannot accommodate levels of noise which would, under other circumstances and with regard to other land uses, not be considered intrusive in character. The maximum interior exposure for these land uses is 45 dBA CNEL (maximum exterior exposure is 65 dBA CNEL).

The nearest noise sensitive receptors to the AOC facility are the residences located approximately 0.1 miles north of the AOC property; However, several businesses and building are between the AOC facility and these residences. Other noise sensitive receptors include Ranchito Elementary School, located at 7940 Ranchito Avenue in Panorama City which is approximately 0.7 miles north of the facility, and Hazeltine Elementary School at 7150 Hazeltine Ave in Van Nuys and Pinecrest School at 14111 Sherman Way in Van Nuys which are approximately 1.2 miles southwest of the facility.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

No. Within the AOC facility, the primary sources of noise are the vehicle traffic and pumps transferring waste to and from the tanker trucks and tanker trailer. Sound levels from pumps are estimated to be 70 to 80 dBA; however, because of attenuation due to distance to the offsite receptors, the 10-foot cinder block, and buildings between the source and offsite receptors, the noise level to offsite receptors is expected to be near ambient levels. Additionally, the pumps only operate when necessary to transfer waste. Therefore, any noise from pumps, if any, will be limited in duration.

The facility will normally operate weekdays from 7 A.M. to 7 P.M. Noise associated with vehicle traffic is generally limited to the 7:00 am to 8:30 am and 2:00 pm to 6:00 pm time periods when trucks are leaving the facility to pick up wastes and returning to the facility. Noise levels from these trucks would not be any higher than noise from trucks traveling along Woodman Avenue. Noise from AOC trucks would limited to the short time period where the trucks are entering or leaving the facility. Since AOC has been operating in this location since 2000, the AOC trucks can be considered to be part of ambient noise level.

Therefore, the project will not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordnance.

b. Exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels.

No. The project does not involve any construction which would require the use construction machinery which causes vibrations. The only construction involves building a 4-inch berm inside the 13736 Building.

c. A substantial permanent increase in ambient noise levels in the vicinity above levels existing without the project.

No. AOC has been operating at this location as a used oil transporter since 2000 and any noise from the facility may be considered to be ambient. Noise sources from the facility would be limited to vehicle traffic and the pumps used to transfer waste. The facility will normally operate weekdays from 7 A.M. to 7 P.M. Noise associated with vehicle traffic is generally limited to the 7:00 am to 8:30 am and 2:00 pm to 6:00 pm time periods when trucks are leaving the facility to pick up wastes and returning to the facility. Noise levels from these trucks would not be any higher than noise from trucks traveling along Woodman Avenue. Noise from AOC trucks would be limited to the short time period where the trucks are entering or leaving the facility. Attenuation due to distances and buildings would reduce noise level generated by the trucks arriving at and leaving the AOC facility to compliance with the City of Los Angeles' Noise Standards.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

No. See answers to 11.b and 11.c above.

Specific References (a, b, c, etc): 1, 18, 21

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

12. Population and Housing

Project activities likely to create an impact: None

Description of Environmental Setting: The project site is located in the Van Nuys community of the City of Los Angeles. Future development on-site is subject to the housing and economic development policies of the Mission Hills - Panorama City - North Hills Community Plan. The Housing Element of the City of Los Angeles General Plan Framework also provides guidance on housing and economic development issues against which potential on-site development must be considered. The proposed project site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally-designated metropolitan planning organization, which has prepared a Regional Comprehensive Plan and Guide (RCPG) to address the issue of regional growth.

As part of its comprehensive planning process for the Southern California region, SCAG has divided the region into 13 subregions. The proposed project site is located within the City of Los Angeles Subregion, which includes all areas within the boundaries of the City of Los Angeles. In 2000, the City of Los Angeles Subregion had an estimated permanent population of 3,823,062 persons and approximately 1,276,318 housing units. By the year 2005, SCAG forecasted an increase to 4,030,730 persons (a 5.2 percent increase) and 1,323,238 housing units (a 3.5 percent increase). Between the years 2005 and 2020, SCAG forecasts an increase to 4,628,339 persons (a 13 percent increase) and 1,632,598 housing units (an 18.9 percent increase).

The Housing Element is one of eleven primary City-wide Elements of the City's General Plan. The Housing Element, adopted by the City Council on December 18, 2001, provides a guide to housing development within the City by assessing housing needs for all economic segments of the community. Projected housing needs are then incorporated into housing policy and programs intended to produce housing opportunities for all residents of the community, consistent with the identified housing projections. The principal purpose of the City's Housing Element is to promote housing affordability and availability and to preserve housing stock in appropriate areas throughout the City.

The Regional Comprehensive Plan and Guide (RCPG) was adopted in 1994 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in guiding their decision-making. It includes input from each of the 13 subregions that make up the Southern California region (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties). The proposed project site is located within the City of Los Angeles Subregion, which encompasses the entire City of Los Angeles.

Existing residential land use patterns in the Mission Hills - Panorama City - North Hills Plan Area fall within the middle ranges of the land use designations; from very low to high medium. Much of the existing residential development in the area was established after World War II to address the needs of a rapidly growing population, the use of large amounts of then available land and infrastructure. Multiple Family residential uses are developed near the center of the Community Plan Area where they were placed close to Commercial and Industrial uses and transit routes.

Historically, the majority of the Community Plan Area has been planned for residential purposes. The 1975 Plan designated approximately two-thirds for residential use. Of this portion 77 percent was designated for single-family use only. The plan policy is to provide for the continued preservation of the existing residential neighborhoods throughout the area, retain existing single family districts and multi-family clusters.

According to 2000 Census data, the Mission Hills - Panorama City - North Hills Plan Area has a population of 135,057 residents. This represents a population increase of 2.15 percent since 1990. The 2004 estimate is 143,625. Within a regional context, the Mission Hills - Panorama City - North Hills Plan Area's population of 135,057 residents in 2000 accounted for less than two percent of Los Angeles County's approximately 9.5 million residents. Los Angeles County represents 57.6 percent of the region's 16.5 million residents.

The Mission Hills - Panorama City - North Hills Plan Area supplies less than two percent of the County's housing supply of 3,270,909 units. Housing supply within the Mission Hills - Panorama City - North Hills Plan Area increased 0.37 percent from 1990 to 2000. In 2000, the Mission Hills - Panorama City - North Hills Plan Area had approximately 37,712 housing units. The 2004 estimate is 38,165 housing units, an increase of 0.34 percent.

The project consists of making a permit determination to allow an existing used oil transporter to store used oil and solid waste contaminated with oil. The site is zoned for light manufacturing. No construction would be occur onsite other than building 4-inch high berms around selected area of the facility. No construction will occur offsite. No housing or people

would be displaced by this project. AOC employs approximately 8 persons for operations at the facility. Approval of the project is expected to neither increase nor decrease the size of the workforce. Approval also will not increase or decrease housing need or supply. Therefore, no further analysis is needed.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Induce substantial population growth in area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

None

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

None

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

None.

Specific References: 1, 21

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

13. Public Services

Project activities likely to create an impact: None

Description of Environmental Setting: The Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police services to AOC site area and the immediate project vicinity. The City of Los Angeles Police Department is divided into 4 Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. The proposed project site is located in the Valley Bureau. Each of the bureaus encompasses several community stations. The Valley Bureau includes the Devonshire Community Police Station, the Foothill Community Police Station, the North Hollywood Community Police Station, the Van Nuys Community Police Station and the West Valley Community Police Station. The Van Nuys Community Police Station serves the AOC site area and covers approximately 27.62 square miles bounded by Roscoe Boulevard to the north, Mulholland Drive and the Ventura Freeway (101) to the south, White Oak Avenue, Louise Avenue and the San Diego Freeway (405) to the west and Coldwater Canyon Boulevard to the east. The Van Nuys Community Police Station is located at 6240 Sylmar Avenue in Van Nuys and is approximately 2.7 miles southwest of the AOC facility. The Van Nuys Community Police Station has approximately 307 sworn officers and 24 civilian support staff deployed over three watches in 2003.

Unlike fire protection services, police units are often in a mobile state; hence, actual headquarters facility and the project site is often of little relevance. Instead, the number on the street is more directly related to the realized response time. Response time is time from when a call requesting assistance is placed until the time that a police scene. Calls for police assistance are prioritized based on the nature of the call. The LAPD has a preferred response time of seven minutes to emergency calls. The average response time to emergency call for service in the Van Nuys Community Police Service Area during 2002 was 9.6 minutes. The Citywide average for 2002 was 10.2 minutes.

Fire prevention, fire suppression, and life safety services are provided throughout the City of Angeles by the Los Angeles Fire Department (LAFD), as governed by the Fire Protection Prevention Plan (Plan), an element of the City's General Plan, as well as the Fire Code section of Los Angeles Municipal Code. The project site would receive fire protection and paramedic services from three fire stations: Numbers 39, 83 and 88. Fire Station No. 39 is closest to the AOC facility. It is located at 14415 Sylvan Street which is approximately 2.7 miles southwest of the facility. This fire station is comprised of a Task Force Truck and Engine Company, a Hazardous Squad and a Paramedic Rescue Ambulance. Currently, this

fire station has a total LAFD Fire staff of 17. Fire Station No. 83 is located at 5001 Balboa Boulevard which is approximately 7.8 miles southwest of the AOC facility. This fire station is comprised of a Single Engine Company with a LAFD staff of 4. Fire Station No. 88 is located at 5101 Sepulveda Boulevard which is approximately 5.2 mile from AOC site. This fire station is comprised of a Task Force Truck and Engine Company and Rescue Ambulance. Currently this fire station has a total LAFD staff of 13.

The City of Los Angeles Fire Code specifies maximum response distances allowed between sites and engine and truck companies, based upon land use and fire flow requirements. The Los Angeles Fire Code states that the maximum response distance from an engine company to a residential neighborhood should be 1.5 miles and the maximum response distance from a truck company to a residential neighborhood should be 2.0 miles. When response distances exceed these requirements, all structures must be equipped with automatic fire sprinkler systems and protection devices deemed necessary by the Fire Chief (e.g. fire signaling systems, fire smoke removal systems, etc.).

The adequacy of fire protection for a given area is based on required fire flow, response time from existing fire stations, and the LAFD' s judgment of assessing the needs in a given area. The required fire flow is closely related to the type and size of the land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas, to 12,000 gpm in high-density commercial or industrial areas. In any instance, minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water while the required gpm is flowing.

The City of Los Angeles Department of Water and Power (DWP) currently provides fire flow for the AOC facility. Fire flows are supplied by the same water mains as the domestic water including the lines located in local streets and major roadways. Fire hydrants and building fire service systems connect directly to local water mains. The fire service system for each building or structure, however, has water lines, vaults, etc., for firewater flows that are separate respective domestic water systems.

In the Mission Hills - Panorama City - North Hills Plan Area, the public schools are administered by the Los Angeles Unified School District (LAUSD). The number of LAUSD schools is ten elementary schools, one middle school, one high school, and one Occupational Center in the plan area. The names and locations are:

- San Jose Elementary School at Clymer Street and Lemona Avenue;
- Lassen Elementary School south of Lassen Street on Lemona Avenue;
- Gledhill Street Elementary School at Gledhill Street and Gloria Avenue;
- Plummer Elementary School on Noble Avenue south of Plummer Street;
- Liggett Elementary School at Liggett Street and Moonbeam Avenue;
- Langdon Elementary School on Langdon Avenue north of Parthenia Street;
- Noble Avenue Elementary School on Noble Avenue north of Parthenia Street;
- Chase Street Elementary School at Chase Street and Hazeltine Avenue;
- Burton Elementary School at Burton Street and Calhoun Street;
- Ranchito Avenue Elementary School at Ranchito Avenue and Strathern Street;
- Francisco Sepulveda Middle School at Plummer Street and Sepulveda Boulevard;
- James Monroe High School at Haskel Avenue and Nordhoff Street; and
- North Valley Occupational Center on Sharpe Avenue south of Rinaldi Street.

Higher education is provided by Los Angeles Valley College on Fulton Avenue south of Oxnard Street; a State funded junior college.

Within the City, the Los Angeles Public Library (LAPL) System provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the City Library collection.

The Plan Area is serviced by two public library branches. The Mid Valley Regional Library at 16244 Nordhoff Street operates a bookmobile for expanded public service. Residents in the project locale typically use the Panorama City Branch Library, located at 14345 Roscoe Boulevard in Panorama City. The Panorama City Branch Library is located approximately 1.1 miles northwest of the AOC site.

The project consists of making a permit determination to allow a used oil transporter to store used oil and solid waste contaminated at the project site. The site is zoned for light manufacturing (M2-1). No construction will occur onsite except for construction of 4-inch high berms inside the warehouse. The project does not involve any construction outside

the project site. No housing or people would be displaced by this project. AOC employs approximately 8 persons for operations at the facility. Approval of the project is expected to neither increase nor decrease the size of the workforce. No impact to public services is expected. Therefore, no further analysis is needed.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

- Fire protection

  None

- Police protection

  None

- Schools

  None

- Parks

  None

- Other public facilities

  None

Specific References: 1, 21, 22

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

14. Recreation

Project activities likely to create an impact: None

Description of Environmental Setting: The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally-owned park and recreational facilities within the City. The LADRP operates and maintains approximately 385 public parks and recreation centers. The LADRP is divided into three geographical regions. The Griffith-Metro Region encompasses Central and East Los Angeles, including the project area, and all facilities in Griffith Park. The Pacific Region includes the Westside and South Los Angeles. The Valley Region encompasses the San Fernando Valley. Each region is assigned to an Assistant General Manager who oversees the recreation, parks, golf, education facilities, and maintenance and construction in that region.

The Public Recreation Plan, a portion of the Service Systems Element of the City's General Plan, categorizes parks into three groups: neighborhood, community and regional. Ideally, neighborhood parks are 5 to 10 acres in size, have a service radius of approximately one-half mile, and are pedestrian-accessible without crossing a major arterial street or highway/freeway. Neighborhood parks are intended to serve one neighborhood, and are located within walking or biking distance. These parks provide a wide range of both passive and active recreational opportunities. Mini parks, also known as "pocket parks" are small, generally passive recreation parks, serving a small area. These parks often serve areas

where land is not available for a neighborhood facility, and generally include children's play areas and picnic areas. Community parks are ideally 15 to 20 acres, have a service radius of two miles, and are easily accessible to the area served. Regional parks in the City are ideally greater than 50 acres, provide specialized recreational facilities and/or attractions, and have a service radius encompassing the entire Los Angeles region.

The following parks and recreational center are within a 2-mile radius of the AOC site:

- Sepulveda Recreational Center
- Panoram Recreational Center
- Blythe Street Park
- Branford Park
- Strathern Park
- Strathern Park West
- Slavin Park
- Valley Plaza Park
- Hartland Mini Park
- Erwin Park
- Kittridge Mini Park
- Van Nuys Recreational Center

In addition to City parks, federal, State, and privately owned parks and recreational facilities provide recreational opportunities for the public in the vicinity of the AOC site, including Angeles National Forest, La Tuna Canyon Park, Verdugo Mountains State Park, and Verdugo Hills Golf Course.

The project involves making a permit determination on a new used oil transfer facility. The project does not include construction or expansion of recreational facilities. Additionally, no impacts to existing recreational facilities are expected. Therefore, no further analysis is needed.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

None

b. Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

None.

Specific References: 1, 21

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

15. Transportation and Traffic

Project activities likely to create an impact: Vehicle traffic carrying wastes and workers to and from the facility.

Description of Environmental Setting: The transportation plans related to the City of Los Angeles are:

- Transportation Element of the City of Los Angeles General Plan
- The Transportation Improvement and Mitigation Program
- The Congestion Management Program (CMP)

- Regional Transportation Plan
- Long Range Transportation Plan
- Regional Mobility Plan
- Southern California Association of Governments (SCAG) 1989 Air Quality Management Plan (AQMP)

The purpose of the Transportation Element of the Los Angeles General Plan is to document the methods and results of the analysis of the existing and projected future circulation conditions in the City of Los Angeles. As part of the General Plan, this document outlines Transportation and Infrastructure System policies and describes the future circulation system needed to support the Land Use Element.

The Transportation Improvement and Mitigation Program (TIMP), was prepared for the Mission Hills - Panorama City - North Hills Community Plan through an analysis of the land use impacts on transportation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the anticipated life of the Community Plan. The TIMP document provides an implementation program for the circulation needs of the Plan area: roadway improvements, roadway redesignations, bus service improvements, Metrolink service improvements and the creation of a community transit center. Additional transportation improvement recommendations are rail transit improvements, paratransit or shuttle bus service, and transportation system management improvements such as the Automated Traffic Surveillance and Control (ATSAC) system. Other proposals include peak hour parking restrictions, the creation of neighborhood traffic control plans, and a transportation demand management program which includes creating bikeways, forming transportation management associations, a trip reduction ordinance, and continued participation by the City in regional transportation management programs.

In June 1990, California voters approved Proposition 111 to fund transportation-related improvements statewide. In order to be eligible for the revenues associated with Proposition 111, the Congestion Management Program (CMP) legislation (originally AB 471, amended to AB 1791) requires urbanized counties in California to adopt a Congestion Management Program. For the County of Los Angeles, the authorized CMP agency is the Los Angeles County Metropolitan Transportation Authority (MTA). The goal of the CMP is to promote a more coordinated approach to land use and transportation decisions. The Congestion Management Plan (CMP) for Los Angeles County is comprised of a specific system of arterial roadways plus all freeways. The CMP requires that the traffic impact of individual development projects of a potential regional significance be analyzed. The CMP also requires traffic studies to analyze all CMP freeway monitoring locations where the proposed project adds 150 or more trips in either direction during the AM or PM peak hours.

Transportation planning for Los Angeles County at the regional level is the responsibility of the Southern California Association of Governments (SCAG), which is the designated Metropolitan Planning Organization for a six-county region, including Imperial, Orange, Riverside, San Bernardino, Ventura and Los Angeles Counties. Under Federal law, SCAG must prepare a Regional Transportation Plan (RTP). The RTP demonstrates how the region will meet federal mandates, particularly air quality requirements, and must be approved by federal agencies in order to continue to receive Federal transportation funds. The MTA, as the state-designated planning and programming agency for Los Angeles County, submits recommended projects and program to SCAG for inclusion in the RTP.

The Long Range Transportation Plan (LRTP) contains the transportation needs and challenges that Los Angeles County will face over the next 25 years. The plan helps decision-makers understand the options that are available for improving the transportation system, and how different options contribute toward improving mobility. The adopted LRTP becomes the blueprint for implementing future transportation improvements in Los Angeles County. The LRTP recommends a balanced transportation program with a strong emphasis on public transit to meet growth in travel.

The primary goal of the Regional Mobility Plan (RMP) is to improve transportation mobility levels. The RMP is part of an overall regional planning process and is linked directly to SCAG's Growth Management Plan, the Housing Allocation Process, and the South Coast Air Quality Management District's Air Quality Management Plan.

The goal of Southern California Association of Governments (SCAG) 1989 Air Quality Management Plan (AQMP) is to set forth a 20-year action program for meeting improved National Air Quality Standards in the South Coast Air Basin by the year 2007.

Los Angeles is the second largest city in the United States and the largest city in California. It encompasses an area of about 465 square miles. The City is bordered by the San Gabriel Mountains on the north, developed communities on the east, the Santa Monica Mountains on the northwest, and Santa Monica Bay and the Pacific Ocean on the south and west. The City is geographically divided into 35 community planning areas and 15 Council Districts. The City includes

Downtown Los Angeles, the primary employment center of the entire region; as well as some of the largest residential, commercial and industrial clusters; entertainment and visitor centers; a major international airport; a major harbor; and other major land uses. All these diverse land uses have a vital dependency on efficient transportation and they heavily influence travel patterns throughout the region. The nation's most traveled and congested freeways, as well as some of the most congested surface streets in Los Angeles County, are located within the City of Los Angeles. The American Oil Company facility, located at 13736 – 13740 Saticoy Street, is within the Mission Hills - Panorama City - North Hills Community Plan Area.

The existing City of Los Angeles Highways and Freeways Element was first adopted in 1959. Circulation Element policy statements are contained in each of the 35 Community Plans. The focus of the Highways and Freeways Element was the expansion of the City's transportation network through large infrastructure investments. Since 1959, a number of factors have emerged which would indicate that significant construction of new highway infrastructure is impractical.

Peak periods generally extend from 6:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 6:00 p.m. on weekdays. The remaining hours of the day are considered "off-peak" periods. The single hour of most intense traffic circulation occurs between 5:00 and 6:00 p.m. on weekdays. The City's surface street network accommodates almost 42 million vehicle miles daily.

Based on the Framework Travel Demand Forecasting model, which was constructed to represent traffic conditions for the year 1990 on freeways, Major Highways, and Secondary Highways, it is estimated that commuters traveled 5.3 million vehicle miles in approximately 193,000 vehicle hours in the evening peak hours. Average freeway speeds were 35 miles per hour (m.p.h.) and average arterial speeds were 23 m.p.h. in the evening peak hours. Approximately 40% of peak hour travel occurs in congested conditions (level of service E or F).

There are over 24 million trip ends generated in the City daily. This accounts for over 40% of the County's daily trip ends and over 25% of the regional total. Almost 1.6 million vehicle trip ends occur during the PM peak hours. Of the PM peak hour trip ends, about 27.5 % or 425,000 trips have the opposite end of the trip outside the City. About one-fourth of the PM Peak hour trips stay within the Community Plan Area from which it originates. Over 47% of the PM peak hour trips end in other communities within the City.

The City has five general categories of roadway classifications: major highway-Class I (126 ft. right-of-way), major highway-Class II (104 ft. right-of-way), secondary highway (90 ft. right-of-way), collector (64 ft. right-of-way) and local street (60 ft. right-of-way). Collector and local streets in designated Hillside Areas have modified standards as to width. Major highways generally provide four to eight lanes of travel and have access to intersecting freeways. Secondary highways typically have four travel lanes, and collector streets provide two travel lanes, as do local streets. A significant proportion of the streets in the City are not fully dedicated and/or improved to the designated standard.

The Mission Hills - Panorama City - North Hills Community Plan area is served by the Ronald Reagan Freeway (SR-118) which runs east-west, the Golden State Freeway (I-5), and the San Diego Freeway (I-405) both of which run north and south. The Hollywood Freeway (US-170) and the Ventura Freeway (US-101) are also nearby. Arterials designated as Major Highways on the Plan include Rinaldi Street, Sepulveda Boulevard, Van Nuys Boulevard, Woodman Avenue, Woodley Avenue, Devonshire Street, Nordhoff Street, and Roscoe Boulevard. Brand Boulevard and a portion of Parthenia Street are designated as Divided Major Highways. The Secondary Highways are Chatsworth Street, Lassen Street, Plummer Street, Parthenia Street, San Fernando Mission Boulevard, Saticoy Street, and Havenhurst Avenue. Streets and highways shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirement.

The freeways located near the AOC facility are: the Hollywood Freeway (US-170) is approximately 1.4 miles east of the AOC facility; the Ventura Freeway (US-101) is approximately 3.7 miles south; the San Diego Freeway (I-405) is approximately 2.3 miles to the west; and the Golden State Freeway (I-5) is approximately 2 miles to the northeast. These freeways provide regional access to the AOC facility. Access to the freeways is provided via an extensive freeway ramp system connecting Van Nuys' major arterials to the freeways.

The City of Los Angeles had a total of 6,493.2 street miles in 1994. The majority of the City's street system or 4,288.3 street miles (66%) are local streets. Almost 16% or 1,029.2 street miles are major highways and 5.98% or 388.5 street miles are secondary highways. Less than 1% of the City's street network is unpaved. In 1994, the City had a total of 181.425 miles or 1,454.777 lane miles of freeways within its boundaries. This accounts for over 33% of the total freeway miles in Los Angeles County.

Level of Service (LOS) terms are used to qualitatively describe prevailing conditions and their effect on traffic. The LOS concept denotes any one of a number of differing combinations of operating conditions that may take place as a roadway is accommodating various traffic volumes. The LOS is related to the volume-to-capacity ratio (V/C). To determine the V/C ratio, the peak hourly traffic volume on a particular roadway link is divided by the link capacity. There are six defined Levels of Service, A through F which describe conditions ranging from "ideal" to "worst" as defined in Table 15-1, Level of Service Descriptions.

Table 15-1. Level of Service Descriptions

Level of Service	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	0.0 - 0.6
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome	0.61 – 0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71 – 0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81 – 0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91 -1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	> 1.00

It is the City's objective that the traffic level of service (LOS) on the street system in the community not exceeds LOS E. Although studies indicate that most of Mission Hills - Panorama City - North Hills' major street intersections are in compliance with this City policy, the level of trips generated by future development in Mission Hills - Panorama City - North Hills and in the surrounding North San Fernando Valley areas require the implementation of a Transportation Demand Management (TDM) Program to sustain the current level of service on the street system. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

The AOC facility is located at 13736 – 13740 Saticoy Street in Van Nuys. Vehicles heading into the facility would make a left turn into the facility's driveway from Saticoy Street. There is no western outlet for the section of Saticoy Street that AOC is on. The nearest cross street is Woodman Avenue. Woodman Avenue is classified as a Major Class II Highway and Saticoy Street is classified as a Secondary Highway.

The AOC facility uses 5 tanker trucks to collect used motor oil from customers located in various parts of the Southern California. In addition to the 5 tanker trucks, the facility has one tanker trailer (up to 7,000 gallon) parked in the used oil storage area. The empty trucks, which are parked overnight at the facility, leave the facility site between 0630 and 0800 hours in the morning and return with tanks partially or fully filled with used oil between 1400 and 1800 hours. These trucks typically make one round trip per day from the facility. When the small tanker trucks arrive back at the facility, the used oil is transferred from the tanker truckers to the larger tanker trailer. Once full, the tanker trailer would be driven to an authorized offsite used oil management facility. The tanker trailer typically averages approximately 2 to 3 round trips to and from the facility per week. Tanker trucks or the tanker trailer leaving the AOC facility would make a right turn onto Saticoy Street. From there, the tanker trucks or trailer can access the Hollywood Freeway (US-170) by traveling east on Saticoy Street. The vehicles can also get the Ventura Freeway (US-101) by making a right turn onto Woodman Avenue and proceeding south on Woodman Avenue. The tanker truck or tanker trailer can also get to the San Diego Freeway (I-5) by making a left turn onto Woodman Avenue and proceeding north on Woodman Avenue.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

No. American Oil Company has been operating as a used oil transporter at the current location since 2000. The project does not involve a substantial expansion of the facility or its operations.

There are no roads in the area that are not in compliance with the City of Los Angeles General Plan Traffic Element (i.e., no road in the area has Level of Services E or F). Since AOC is currently operating as a used oil transporter and no physical expansion of the facility is planned, traffic to and from the facility is expected to remain essentially unchanged. Any impacts from slight increases in traffic would be less than significant. Therefore, the project would not cause an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system.

b. Exceed, either individually or cumulatively, a level of service standard established by the country congestion management agency for designated roads or highway.

No, the project will not exceed, either individually or cumulatively, a level of service standard established by the country congestion management agency for designated roads or highway. See discussion on 15.a above.

c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

No. The project involves making a permit determination for a used oil transfer facility. AOC has been operating as a used oil transporter at this location since 2000. The project, if approved, would allow AOC to store used oil for longer period of time (up to one year) than the 10 days currently allowed. No substantial changes in operations will occur. The hazardous waste management units are located entirely within the facility property. Construction activities would be limited to construction of 4-inch high berms inside a warehouse building. The project does not involve making any alterations to areas along the property boundaries nor any streets or roadways near the facility. Therefore, no potential impacts are expected from the project which would substantially increase hazardous due to a design feature.

d. Result in inadequate emergency access.

No. The project involves making a permit determination for a used oil management facility. AOC has been operating as a used oil transporter at this location since 2000. The project, if approved, would allow AOC to store used oil for a longer length of time (up to one year) than the 10 days currently allowed. No substantial changes in operations will occur. The hazardous waste management units are located entirely within the facility property. Construction activities would be limited to construction of 4-inch high berms inside a warehouse building. The project does not involve making any alterations to areas along the property boundaries nor any streets or roadways near the facility. Therefore, no potential impacts are expected from the project which would result in inadequate emergency access.

e. Result in inadequate parking capacity.

No. The AOC facility has been operating at this location since 2000. Parking is provided for inside the facility boundary. There is also ample street parking. All trucks are parked within the facility boundary. There is currently adequate parking for all trucks and employees' vehicles. If the project is approved, AOC does not anticipate any increase in the number of employees. AOC also does not anticipate any significant increase in the number of trucks entering the facility since no major expansion of the operations is planned. Therefore, no potential impacts are expected from the project which would result in inadequate parking capacity.

f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

No. AOC has been in operation at this location since 2000. All vehicles entering and leaving the facility are privately owned. No significant expansion of the facility is planned. Therefore, the project will not conflict with adopted policies, plans, or programs supporting alternative transportation

Specific References: 1, 3, 4, 5, 6, 10, 12, 13, 20, 21,22, 24, 25

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☒ Less Than Significant Impact
☐ No Impact

16. Utilities and Service Systems

Project activities likely to create an impact: None.

Description of Environmental Setting: The City of Los Angeles (City) obtains its water supply primarily from three sources, namely, the local groundwater basins, the Los Angeles Aqueducts (LAA) and purchases from the Metropolitan Water District of Southern California (MWD). Additional water supply comes from recycling wastewater for reuse. Approximately 85 percent of the City's current water supply comes from imported sources. These sources are snowmelt and groundwater from the eastern Sierra Nevada, purchased water from the Northern California, through the State Water Project, and the Colorado River through the Colorado River Aqueduct. The remainder of the City's water supply comes from local wells and recycled water. For the fiscal year 1995-1996, the LAA delivered 463,300 acre-feet (AF), while the local groundwater basins supplied 77,300 AF. Supplemental purchases from MWD accounted for 66,200 AF. Additionally, 2,000 AF of recycled water was delivered during this fiscal year.

The Department of Water and Power (DWP) provides electricity service to approximately 1.3 million customers in the City. The DWP obtains power from four municipally owned power plants within the Los Angeles Basin, namely, its hydro-generators on the Los Angeles Aqueduct, shared-ownership generating facilities in Arizona, Nevada and Utah, and purchases from Southwest and Pacific Northwest.

There are four gas- and oil-fired steam generating plants on the DWP's system, namely, the Haynes Generating Station near Seal Beach, Scattergood Generating Station near Playa del Rey, Valley Generating Station in the San Fernando Valley, and Harbor Generating Station at the Los Angeles Harbor. These generating plants provide a total capability of 2,772 megawatts.

The DWP's coal generation capability totals 1,797 megawatts, coming from Mohave, Navajo and Intermountain Generating Station (IGS). The DWP owns a 477- megawatt share of the three-unit Navajo plant, which is located near Page, Arizona and a 316-megawatt share of the two-unit Mohave plant, which is located in southern Nevada. The IGS, which is located near Delta, Utah, is the largest coal plant with a DWP-contracted capacity of 714 megawatts and additional 290 megawatts resulting from an Excess Power Sales Agreement with the Inter mountain Consumer's Power Association.

The DWP's interest in the Palo Verde Nuclear Generating Station, which is located west of Phoenix, Arizona, is 368 megawatts, of which 217 megawatts is through direct ownership and 151 megawatts is through South California Public Power Authority participation.

The DWP has a total hydroelectric capability of 1,447 megawatts. The sources of hydroelectric capability include the seven-unit Castaic Pumped Storage Plant, which provides a resource of 1,247 megawatts of peaking capacity, hydroelectric plants in the Owens Gorge and along the Owens Valley, which provide a total of 199 megawatts in capacity, and small in-basin hydro-electric generators which provide a total of approximately one megawatt.

Electricity is distributed through an extensive distribution network. The DWP operates 19 receiving stations and 156 distribution stations. Electricity is distributed to customers through a network of overhead and underground power lines entailing 289,000 poles and 2,200 miles of underground cable.

The Southern California Gas Company (The Gas Company), the largest distributor of natural gas in the nation, supplies natural gas to the City of Los Angeles. It obtains its gas supplies from a variety of sources, including Trans Western, El Paso and Federal Offshore. In 1990, the Gas Company provided about 123 billion cubic feet of natural gas to its customers in the City.

About 39 percent was consumed by residential customers, 29 percent was consumed by commercial and industrial customers, 22 percent was used for electric generation, and about 10 percent was wholesaled to other utilities. Average

residential consumption in the Gas Company service area is about 65,000 cubic feet per year. Natural gas is distributed through an extensive network of underground gas mains. Natural gas is distributed throughout the City by means of a series of high-pressure gas mains (greater than 60 pounds per square inch), regulator stations, and standard pressure service lines (between one and 60 pounds per square inch). Numerous smaller lines (less than six inches) comprise the local neighborhood distribution systems. The Gas Company has about 41,500 miles of gas mains in its service area.

The first public sewer was purchased in 1869. In 1894, the first major interceptor, the Dockweiler Sewer, was constructed. In 1907, the oldest active sewer, the Central Outfall Sewer, was placed in service. In the late 1920s, the North Outfall Sewer was extended to serve the San Fernando Valley. By the 1940s, nearly half of the present system was constructed. The City owns and operates an extensive wastewater treatment system with a current total capacity of 550 million gallons per day (MGD) that provides for the collection, treatment and disposal of wastewater for the majority of the City's incorporated areas and for an additional 27 contracting communities and public agencies.

Solid waste collection in the City of Los Angeles is provided by the Department of Public Works' Bureau of Sanitation and a number of private hauling companies. The Bureau of Sanitation collects solid waste generated primarily by single-family dwellings, most small, multi-family dwellings usually consisting of four units or fewer, and public facilities, which together accounts for 41 percent of the City's total solid waste. Approximately 130 private hauling companies collect solid waste generated primarily from large multi-family residential, commercial and industrial properties, which account for 59 percent.

The project involves making a permit determination on a new used oil transfer facility. AOC is currently operating as a used oil transporter. The permit, if approved, would authorize AOC to store used oil for a longer period of time (up to one year) than 10 days currently allowed. Utility hookups already exist. No new utilities or alterations of existing facilities will be required as a result of this project. The facility only uses water for washrooms, showers, and washing of trucks and equipment. Any washwater will be discharged into the sewer system pursuant to a local sanitation district permit. No increase in solid waste is expected.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

None. The facility only uses water for washrooms, showers, and washing of trucks and equipment. Any washwater will be discharged into the sewer system pursuant to a Los Angeles City Department of Public Works, Bureau of Sanitation permit. AOC is currently in compliance with the Bureau of Sanitation’s requirements. Any rainfall collected in the secondary containment system will be managed in accordance with the Regional Water Quality Control Board requirements.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

None. The facility only uses water for washrooms, showers, and washing of trucks and equipment. Any washwater will be discharged into the sewer system pursuant to a Los Angeles City Department of Public Works, Bureau of Sanitation permit. AOC is currently in compliance with the Bureau of Sanitation’s requirements. Any rainfall collected in the secondary containment system will be managed in accordance with the Regional Water Quality Control Board requirements.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

None. The project involves making a permit determination on a new used oil transfer facility. AOC is currently operating as a used oil transporter. The permit, if approved, would authorize AOC to store used oil for a longer period of time (up to one year) than the 10 days currently allowed. The project will not result in any need to increase storm water drainage facilities or expansion of existing facilities. Current stormwater drains in the area which is currently adequate to handle rainfall runoff from the facility. Any rainfall collected in the secondary containment system will be managed in accordance with the Regional Water Quality Control Board requirements.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

Yes. The project involves making a permit determination on a new used oil transfer facility. AOC is currently operating as a used oil transporter. The permit, if approved, would authorize AOC to store used oil for a longer period of time (up to one year) than the 10 days currently allowed. AOC has been operating for at this location since 2000. Water is used at the facility for restroom facilities and washing of trucks and equipment. The water supply is currently adequate for AOC's needs. There are no plans to use or request additional water supplies.

e. Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments.

None. The facility only uses water for washrooms, showers, and washing of trucks and equipment. Any washwater will be discharged into the sewer system pursuant to a Los Angeles City Department of Public Works, Bureau of Sanitation permit. AOC is currently in compliance with the Bureau of Sanitation's requirements.

f. Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs.

Yes. AOC is currently operating as a hazardous waste transporter, mainly picking up used oil and solid waste contaminated with used oil. The permit, if approved, would authorize AOC to store used oil for a longer period of time (up to one year) than the 10 days currently allowed. The project will also allow AOC to designate an area for storage of solid waste contaminated with oil. All non-hazardous solid waste are managed by Waste Management Inc. and brought to the appropriate facilities. All solid waste contaminated with oil are shipped to permitted authorized disposal or treatment facilities. The quantity of oily solid waste managed at the facility will remain constant since oily solid waste is already handled in drums in the facility. The oily solid waste currently in drums at the facility will be consolidated in the dump trailer. Once full, the dump trailer will be attached to a pickup truck and brought to an authorized treatment or disposal facility.

g. Comply with federal, state, and local statutes and regulations related to solid waste.

Yes. All non-hazardous solid waste are managed by Waste Management Inc. and brought to the appropriate facilities. All solid waste contaminated with oil are shipped to permitted authorized disposal or treatment facilities. DTSC inspectors will audit AOC's manifests to ensure any hazardous waste are shipped to permitted authorized disposal or treatment facility as required by law.

Specific References: 1, 9

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

17. Mandatory Findings of Significance

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

As discussed in Section 4, Biological Resources, American Oil Company has been operating at this location as a used oil transporter since 2000. The project, if approved, would allow American Oil Company to store used oil at the site for a longer period of time (up to one year) than the 10 days currently allowed. The project site is located

in a developed industrialized area zoned for light manufacturing. The site is covered entirely by either asphalt or concrete. There are a total of two warehouse-type buildings on the site. There are no threatened or endangered plants or animals within the fenced area of the facility and is completely void of any plant or animal habitat.

Also as discussed in Section 5, Cultural Resources, DTSC performed a search of the City of Los Angeles, Department of Planning Historic-Cultural Monument Report for the Van Nuys area (See Attachment 1) and found no Historic-Cultural Monuments in the vicinity of the American Oil Company site.

Therefore, the project would not result in any significant impacts to fish, wildlife, plant species or important examples of major periods of California history or prehistory.

h. Have impacts that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The impacts on individual resources were examined and discussed in this Initial Study. DTSC concluded that there would be no impacts to the following resources: Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, and Utilities and Services Systems. See the appropriate section above for details of the analysis.

Impacts to the following resources were found to be less than significant: Air Quality, Hazards and Hazardous Materials, and Transportation and Traffic.

In certain instances, a project may have possible environmental effects which are individually limited but cumulatively considerable. In accordance with Section 15130 of the CEQA Guidelines, this Initial Study analyzes the cumulative impacts that could occur with the AOC project. Cumulative impacts, (e.g., two or more individual effects which, when considered together, compound or increase the environmental impact of a proposed project) can result from individually minor but collectively significant projects taking place over a period of time.

The DTSC's cumulative analysis consists of examining the conclusions reached in existing environmental documents for related projects in the general vicinity and the conclusions reached in each resource analysis in this Initial Study to determine if a "nexus" can be established among resource impacts that could lead to a significant cumulative impact in the project area. No analysis will be performed on resources which have been determined not to be impacted (See list above). DTSC performed a search of the relevant environmental documents through the State Clearinghouse's CEQAnet Database. No related projects were found in the general vicinity of the AOC project. Projects not related to hazardous waste management but may have a cumulative impact are:

- ***Chase Knolls Apartments.*** The lead agency is the City of Los Angeles Planning Department. An Environmental Impact Report was prepared for this project. The Final Environmental Impact Report was received by the State Clearinghouse on May 27, 2005. The proposed project generally consists of the addition of six new three-story buildings to an existing 260-unit apartment complex. The new apartment buildings, with a total of 141 units, would be constructed on areas now occupied primarily by parking garages, driveways, laundry facilities, and limited landscaping along an existing on-site east-west access road. All existing apartment buildings and landscaped courtyards would be preserved. In addition, the project would expand 11 of the 260 existing apartments with additional bathrooms and bedrooms, and add a swimming pool and gym to the site. The project would result in a net increase of 286 parking spaces, including 88 surface parking spaces. When the project is completed, the site would consist of a total of 401 dwelling units and approximately 546 parking spaces. This project is approximately 3.5 miles south of the AOC facility.

- ***Canyon Hills Project***. The lead agency is the City of Los Angeles Planning Department. An Environmental Impact Report was prepared for this project. The Final Environmental Impact Report was received by the State Clearinghouse on September 7, 2004. The proposed project includes the development of 280 single-family homes, a three-acre equestrian park and the preservation of approximately 693 acres of open space. The proposed single-family homes would be clustered on approximately 194 acres of the 887-acre project site. Approximately 211 homes would be constructed on approximately 142 acres of land on the portion of the project site located north of Interstate 210

("Development Area A") and approximately 69 homes would be constructed on approximately 52 acres of land on the portion of the project site located south of Interstate 210 ("Development Area B"). Approximately 693 acres (78 percent) of the project site, including a large swath of land west of the proposed homes, would be preserved as open space. This project is approximately 9.5 east of the AOC facility.

The project would also include an equestrian park on approximately three acres of land adjacent to La Tuna Canyon Road in the southwestern portion of the project site, which would be available for public use. Additional open space and recreational facilities would be provided throughout the project site. The proposed private recreational facilities include tot lots, active play areas, passive open space areas, a vista point with picnic area and gazebo, and a pool with a jacuzzi, restroom building and barbeque area.

- ***Tower of Wooden Pallets Apartments***. The lead agency is the City of Los Angeles Planning Department. An Environmental Impact Report was prepared for this project. The Final Environmental Impact Report was received by the State Clearinghouse on February 4, 2005. The project involves the construction of a residential development consisting of 98 multi-family dwelling units on the 1.43 acre site. The 98 units would be located in a 45-foot tall structure with three residential levels situated above an at-grade parking garage providing 185 spaces. The residential building would provide a mix of unit types that would include 31 three bedroom units, 62 four or more bedroom units and the five smaller units designated "affordable disabled." The building would incorporate amenities for its residents, including a spa, swimming pool, a recreation room and a gym and security lighting. The building would be designed in a Mediterranean style with smooth painted stucco on the exterior. This project is approximately 3.6 miles southwest of the AOC facility.

- ***Anna Bing Parks – Acquisition and Development.*** The lead agency is the City of Los Angeles Department of Recreation and Parks. A Mitigated Negative Declaration was prepared for this project. The Los Angeles Department of Recreation and Parks is proposing to approve the development of a 8,700 square-foot pocket park at 15262 W. Marson Street as part of the Anna Bing Trust endowment for parkland development. Park development will consist of universally accessible pay equipment, picnic area, irrigated turf and landscaping, security lighting, and fencing. This project is approximately 2 miles northwest of the AOC facility.

- ***Bradley Landfill Recycling Center.*** The lead agency is the City of Los Angeles Planning Department. An Environmental Impact Report was prepared for this project. The Draft Environmental Impact Report is currently being circulated for review. The public comment period started January 5, 2006 and ends February 21, 2006. The proposed project consists of two phases. Phase I of the proposed project include the following components: transitional 43 foot vertical expansion of the existing landfill; construction of the new TS/MRF; expansion of existing green and wood waste processing operation and transitional expansion of existing MRF operation. Phase II of the proposed project would involve conversion of the existing landfill operation to the proposed TS/MRF operation; closure of the existing landfill, including installation of final cover; and continued operation of the expanded green and wood waste processing facility that began in Phase I. This project is approximately 3.5 miles northeast of the AOC facility.

- ***Valley Region High School No. 9.*** The lead agency is the Los Angeles Unified School District. A Environmental Impact Report will be prepared for this project. A Notice of Preparation was recently circulated for review. The public comment period for the Notice of Preparation started November 4, 2005 and ended December 5, 2005. The proposed project involves the construction and operation of a new high school to relieve an existing overcrowded high school. The new facility will consist of ~30 classrooms serving approximately 810 students grades 9 through 12. The proposed project involves ~85,000 sq. ft. of development, including, in addition to classrooms, a large gym, kitchen, lunch shelter, library, a career center, and administration offices. Since no environmental document has been prepared for this project, no further analysis will be discussed in this Initial Study. This project is approximately 1.6 miles southwest of the AOC facility.

- ***Valley Region Elementary School No. 9.*** The lead agency is the Los Angeles Unified School District. A Environmental Impact Report was prepared for this project and was recently circulated for review. The public comment period for the Notice of Preparation started December 9, 2005 and ended January 23, 2006. The Los Angeles Unified School District is proposing to construct and operate an elementary

school serving 800 students in grades kindergarten through five with 32 classrooms, a library, multi-purpose room, administration offices, and a food service area. The proposed school would a two-story, 60,500 square foot building. School hours would be from approximately 8 am to 3 pm. Current plans are to operate the school on a single-track calendar year. This project is approximately one mile southwest of the AOC facility.

DTSC analyzed each resource for which the AOC project may have impacted in relation to the above projects and concluded:

Air Quality

Since the hazardous wastes managed at the AOC facility have a low vapor pressure (low volatility), the potential for emissions of vapors into the air is low. Used oil is typically handled using hoses to load and unload from tanker trucks to tanker trailer, which minimizes the possibility for spills and air releases. Any air quality impacts are less than significant.

The Chase Knolls Apartment Environmental Impact Report acknowledged signicant impacts due to construction. The impacts were due to high (Nitrogen Oxide) NO_x levels and fugitive dust; however, these impacts were detemined to be short-term (approximately 9 weeks) and mitigation measures were implemented to ensure that the air quality impacts would be less than significant.

The Canyon Hills Project Environmental Impact Report acknowledged signicant impacts due to construction. However, the Canyon Hills project is considered as a “large project” under SCAQMD Rule 403. Therefore, the project developer is required to file a fugitive dust emissions control plan with the SCAQMD, and the SCAQMD must approve the plan prior to the commencement of grading. The Rule 403 Implementation Handbook contains compliance guidelines for large operations and suggests dust control measures for incorporation in the fugitive dust emissions control plans. Compliance with SCAQMD Rule 403 would reduce air quality impacts to less than significant.

The Anna Bing Parks – Acquisition and Development Initial Study and Mitigated Negative Declaration determined that the project’s air quality impacts woud be less than sigificant.

The Valley Region Elementary School No. 9 Draft Environmental Impact Report determined that impacts to air quality were less than significant using a threshold of significance based on the South Coast Air Quality Management District standards.

The Bradley Landfill Recycling Center Environmental Impact Report acknowledges significant air quality impacts. Total daily air emissions from activities occurring on the project site during Phase I and Phase II of the Proposed Project would exceed SCAQMD thresholds for Volatile Organic Compounds (VOCs), NO_x and PM_{10} and would be significant. Even with implementation of mitigation measures, emissions of VOCs, NO_x and PM_{10} will remain significant and unavoidable for Phase I. While individual emissions from the Bradley Landfill project exceed the SCAQMD thresholds on a localized level, overall the Bradley Landfill project has the potential to reduce emissions across the South Coast Air Basin (SCAB). Without Bradley Landfill, materials must be disposed of at other municipal and private landfill sites throughout Southern California. Potential disposal sites are as far as 120 miles away from Bradley Landfill therefore, contributing to emissions across the Basin. As such, the additional disposal capacity that would be provided under Phase I of the Proposed Project would result in reduced regional emissions by offering the potential to reduce these trip lengths. In addition, the additional transfer capacity that would be provided in Phase II of the Proposed Project would potentially reduce trip lengths by allowing loads to be consolidated for transfer to outlying landfills. Finally, continued compliance with California Air Resources Board (CARB) regulations requiring reduction in emissions from trash vehicles and the applicant’s programs to convert its fleet to low emissions fuels and alternative fuels (e.g., natural gas) would result in long-range benefits to regional air quality over the course of the Bradley Landfill project.

The Tower of Wooden Pallets Draft Environmental Impact Report determined that impacts to air quality were less than significant using a threshold of significance based on the South Coast Air Quality Management District standards.

Although significant air impacts have been identified in the environment documents for the Chase Knolls, Canyon Hills, and the Bradley Landfill Recycling Center projects, the air impacts will not be compounded by the AOC

project. AOC is currently operating as a used oil transporter and its fleet of tanker trucks is not expected to increase if the project is approved. New air emissions would be limited to used oil vapor when the used oil is transferred from the tanker truck to the tanker trailer and emptying of drums of solid waste contaminated with used oil into the dump trailer. These operations will be of limited duration and any vapors will be slight because used oil is not highly volatile. Therefore, any cumulative air quality impacts contributed by the AOC project would be less than significant.

Hazards and Hazardous Materials

Hazardous wastes managed at the AOC facility are considered to be low-risk. In terms of potential for health effects from exposure, used oil is relatively benign. Even occasional direct contact with used oil would not be expected to produce any discernable reaction. Waste management practices, safe operating procedures and an inspection program in the facility operation plan will help to ensure that there are no releases to the environment. Any impacts from hazards and hazardous waste will be less than significant.

The Chase Knolls Apartments, the Canyon Hills Project, the Tower of Wooden Pallets Apartments, Anna Bing Parks, and Valley Region Elementary School No. 9 projects do not involve handling or management hazardous waste. The Bradley Landfill Recycling Center is a non-hazardous waste landfill and handles hazardous wastes and materials indirectly if it is encountered during operations. The environmental documents for all these projects concluded that there were either no impacts from hazards and hazardous materials or impacts were less than significant. Therefore, due to the low risk and health effects of used oil and waste management practices to prevent accidents at the AOC facility, the cumulative impacts from hazards and hazardous materials are less than significant.

Transportation and Traffic

Most of Mission Hills - Panorama City - North Hills' major street intersections are in compliance with the City of Los Angeles' policy of not allowing traffic level of service (LOS) to exceed LOS E. AOC has been operating as a used oil transporter at the project site since 2000. AOC is not expected to increase its fleet of 5 tanker trailers if the project is approved. Any additional traffic from the one tanker trailer and dump trailer would be minimal and is not expected to impact the level of services for any street near the facility. Tanker trucks or the tanker trailer leaving the AOC facility would make a right turn onto Saticoy Street. From there, the tanker trucks or trailer can access the Hollywood Freeway (US-170) by traveling east on Saticoy Street. The vehicles can also get the Ventura Freeway (US-101) by making a right turn onto Woodman Avenue and proceeding south on Woodman Avenue. The tanker truck or tanker trailer can also get to the San Diego Freeway (I-5) by making a left turn onto Woodman Avenue and proceeding north on Woodman Avenue. Woodman Avenue is a major highway and Saticoy Street is a secondary highway according to the Mission Hills – Panorama City – North Hills' Community Plan. DTSC concluded that any potential traffic impacts would be less than significant.

The Chase Knolls project is four miles south of the AOC facility. The Environmental Impact Report prepared for the project determined that any transportation impacts would be less than significant.

The Tower of Wooden Pallets Apartment Environmental Impact Report determined that the project would result in a significant project traffic-related impact at the intersection of Sepulveda Blvd. and Magnolia Blvd. This intersection is approximately 3.6 miles from the AOC facility. The potential impact can be mitigated to a less than significant level by funding a proportionate share of the cost for the design and construction of the Victory/Ventura Corridor Adaptive Traffic Control System Upgrade.

The Canyon Hills Project Environmental Impact Report determined that the project would result in a significant project traffic-related impact at the Interstate 210 Westbound Ramps and La Tuna Canyon Road. This intersection is approximately 9.5 miles from the AOC facility. The potential impact can be mitigated to a less than significant level by funding the design and installation of a traffic signal compatible with Automated Traffic Surveillance and Control/Adaptive Traffic Control System for the Interstate 210 Westbound Ramps and La Tuna Canyon Road.

The Bradley Landfill Recycling Center Environmental Impact Report determined that the project will result in significant project traffic-related impacts at three intersections during Phase I construction and at four intersections during Phase II construction. The Bradley Landfill Recycling Center is 3.5 miles from the AOC facility. The following mitigation measures shall be in place or guaranteed satisfactorily to the City of Los Angeles

prior to initiating each phase of the proposed project. Prior to Phase I Construction, improvements at Bradley Avenue/Tuxford Street, 1-5 Southbound On/Off Ramps/Penrose Street, and Bradley Avenue/Penrose Street shall be in place. Prior to Phase II Construction, improvements at San Fernando Road/Sheldon Street and Glenoaks Boulevard/Tuxford Street shall be in place. These mitigation measures will reduce traffic-related impacts to a less than significant level.

The Anna Bing Parks – Acquisition and Development Initial Study and Mitigated Negative Declaration determined that the project's transportation impacts woud be less than sigificant.

The Valley Region Elementary School No. 9 Draft Environmental Impact Report determined that the proposed project would result in significant traffic impacts at the intersections of Hazeltine Avenue & Hart Street and Vanowen Street/Calhoun Avenue. LOS levels would decrease to LOS E and LOS F, respectively, which is below the level the City considers acceptable, LOS D. Both Hazeltine Avenue & Hart Street and Vanowen Street & Calhoun Avenue are stop-controlled intersections. Therefore, a traffic signal warrant analysis was conducted for these intersections. The peak-hour traffic warrant analysis indicates that both intersections would warrant the installation of traffic signals. Thus, implementation of mitigation measures would be required to reduce the impact at the intersections of Hazeltine Avenue & Hart Street and Vanowen Street & Calhoun Avenue to less than significant. The mitigation measure would consists of the Los Angeles Unified School District contributing impact-based fair share funding towards the installation of traffic signals at the intersections of Hazeltine Avenue and Hart Street and at the intersection of Vanowen Street and Calhoun Avenue.

American Oil Company has been operating as a used oil transporter at the project site since 2000. The nearest project is approximately one mile from the AOC facility. AOC has a fleet of 5 tankers trucks which travels and collects used oil. The project, if approved, may add one additional truck a day in these impact areas. One tanker truck is not expected to adversely impact traffic in any of the project area and any traffic impacts from the other projects will be at or will be mitigated to less than significant levels. Therefore, DTSC expects any cumulative traffic impacts to be less than significant.

Conclusion

DTSC's examination of the conclusions reached in each of the identified environmental documents suggests that resource-specific and cumulative impacts associated with each project would be less than significant, insignificant or having no impact on the environment. In addition, the conclusions reached within this Initial Study also suggest that environmental resource-specific impacts would be less than significant, insignificant or having no impact. As a result, a nexus could not be established between any resource associated with these projects and the AOC project which could lead to a significant cumulative impact in the project area.

As a result of the forgoing examination of available information, DTSC concludes that this project will not result in a significant cumulative impact on the environment when viewed in conjunction with other related projects in the area.

i. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

The proposed project would not have environmental effects that would cause substantial adverse affects on human beings, either directly or indirectly. No significant adverse impacts have been identified for the proposed project.

Specific References: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 20, 21, 22

Findings of Significance:

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☒ Less Than Significant Impact
☐ No Impact

*V. FINDING OF DE MINIMIS IMPACT TO FISH, WILDLIFE AND HABITAT **(Optional)***

Prepared only if a Finding of De Minimis Impact to fish, wildlife and habitat is proposed in lieu of payment of the Department of Fish and Game Notice of Determination filing fee required pursuant to section 711.4 of the Fish and Game Code.

Instructions

A finding of "no potential adverse effect" must be made to satisfy the requirements for the Finding of De Minimis Impact as required by title 14, California Code of Regulations, section 753.5. "No potential adverse effect" is a higher standard than "no significant impact" and the information requested to provide substantial evidence in support of a "no potential adverse effect" is not identical in either its standard or content to that in other parts of the Initial Study.

In the *Explanation and Supporting Evidence* section below, provide substantial evidence as to how the project will have **no potential adverse effect** on the following resources:

a) Riparian land, rivers, streams, watercourse, and wetlands under state and federal jurisdiction.

b) Native and non-native plant life and the soil required to sustain habitat for fish and wildlife.

c) Rare and unique plant life and ecological community's dependent on plant life.

d) Listed threatened and endangered plant and animals and the habitat in which they are believed to reside.

e) All species of plant or animals as listed as protected or identified for special management in the Fish and Game Code, the Public Resources Code, the Water Code, or regulation adopted there under.

f) All marine and terrestrial species subject to the jurisdiction of the Department of Fish and Game and the ecological communities in which they reside.

g) All air and water resources the degradation of which will individually or cumulatively result in a loss of biological diversity among the plants and animals residing in that air and water.

Explanation and Supporting Evidence

American Oil Company, located at 13736 – 13740 Saticoy Street in Van Nuys, has been operating at this location since 2000 as a used oil transporter. The project, if approved, would allow American Oil Company to transfer used oil from smaller tanker trucks to a 7,000-gallon tanker trailer. Once the 7,000-gallon tanker trailer is full, it is driven to an authorized used oil management facility. The project site is in a developed industrialized area zoned for light manufacturing. The site is covered entirely by either asphalt or concrete. There are a total of two buildings on the project site. The American Oil Company facility is separated from surrounding businesses by chain link fencing. There are no riparian land, river, streams, watercourse, and wetlands on or near the site. There are no threatened or endangered plants or animals on the facility site. The site is completely void of any plant or animal habitat.

Finding

Based on the explanation and supporting evidence provided above, DTSC finds that the project will have no potential for adverse effect, either individually or cumulatively on fish and wildlife, or the habitat on which it depends, as defined by section 711.2 of the Fish and Game Code.

VI. DETERMINATION OF APPROPRIATE ENVIRONMENTAL DOCUMENT

On the basis of this Initial Study:

☒ I find that the proposed project COULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED DECLARATION will be prepared.

☐ I find that the proposed project MAY HAVE a significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT will be prepared.

DTSC Project Manager Signature		Date
Alfred Wong	Senior Hazardous Substances Engineer	(510) 540-3946
DTSC Project Manager Name	DTSC Project Manager Title	Phone #

DTSC Branch/Unit Chief Signature		Date
Wei-Wei Chui	Unit Chief, Standardized Permitting and Corrective Action Branch	(510) 540-3975
DTSC Branch/Unit Chief Name	DTSC Branch/Unit Chief Title	Phone #

ATTACHMENT A

INITIAL STUDY REFERENCE LIST

For

American Oil Company

1. American Oil Company, Standardized Permit Application, Revised March 2006.
2. Christopher A. Joseph & Associates, Bradley Landfill Recycling Center Master Transition Plan Draft Environmental Impact Report, December 2005.
3. Environmental Science Associates, Chase Knolls Apartments Draft Environmental Impact Report, January 2004.
4. Environmental Science Associates, Chase Knolls Apartments Draft Environmental Impact Report Supplement, September 2004.
5. Los Angeles City Planning Department, Environmental Review Section, Chase Knolls Apartments Final Environmental Impact Report, Volume 1, May 2005.
6. Yahoo! Maps, http://maps.yahoo.com/
7. Jones & Stokes, Initial Study and Draft Mitigated Negative Declaration For 15262 W. Marson Street Pocket Park, July 2005.
8. State of California, State Clearinghouse CEQAnet Database, http://www.ceqanet.ca.gov/
9. Christopher A. Joseph & Associates, Tower of Wooden Pallets Apartments Draft Environmental Impact Report, August 2004.
10. Los Angeles City Planning Department, Environmental Review Section, Tower of Wooden Pallets Apartments Final Environmental Impact Report, Volume 1, February 2005.
11. Hazardous Waste and Substances Site List (Cortese List), Department of Toxic Substances Control website, http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm
12. Christopher A. Joseph & Associates, Canyon Hills Project Draft Environmental Impact Report, October 2003.
13. Christopher A. Joseph & Associates, Canyon Hills Project Final Environmental Impact Report, September 7, 2004.
14. Public Health Statement for Used Mineral-based Crankcase Oil, September 1997, Agency for Toxic Substances and Disease Registry (ASTDR) website, http://www.atsdr.cdc.gov/toxprofiles/phs102.html
15. California Department of Conservation, Division of Mines and Geology, A General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, August 2000.
16. Environmental Science Associates, Valley Region Elementary School No. 9 Draft Environmental Impact Report, December 2005.
17. Los Angeles City Planning Department, City of Los Angeles General Plan Air Quality Element, Adopted by the Los Angeles City Council November 24, 1992.
18. Los Angeles City Planning Department, City of Los Angeles General Plan Noise Element, Adopted by the Los Angeles City Council February 3, 1999.

19. Los Angeles City Planning Department, City of Los Angeles General Plan Safety Element, Adopted by the Los Angeles City Council November 26, 1996.

20. Los Angeles City Planning Department, City of Los Angeles General Plan Transportation Element, Adopted by the Los Angeles City Council September 8, 1999.

21. Los Angeles City Planning Department, City of Los Angeles General Plan Mission Hills-Panorama City-North Hills Community Plan, Adopted by the Los Angeles City Council June 9, 1999.

22. Los Angeles City Planning Department, City of Los Angeles General Plan Van Nuys-North Sherman Oaks Community Plan, Adopted by the Los Angeles City Council September 9, 1998.

23. City of Los Angeles, Department of City Planning, Zoning Information & Map Access System Website, http://zimas.lacity.org/

24. RBF Consulting, City of Carson General Plan Environmental Impact Report (Volume II), October 30, 2002.

25. RBF Consulting, City of Carson General Plan Environmental Impact Report (Volume II), Revised Sections, July 11, 2003.

26. Natural Diversity Database, Natural Heritage Division, California Department of Fish and Game, February 25, 2005.